

Publication Canada Royal Commission on Pilotage Hearings 963. Nos 88-86



Digitized by the Internet Archive in 2023 with funding from University of Toronto



ROYAL COMMISSION

ON

## **PILOTAGE**

HEARINGS

MONTREAL

P.Q.

VOLUME No.:

84A-86

DATE:

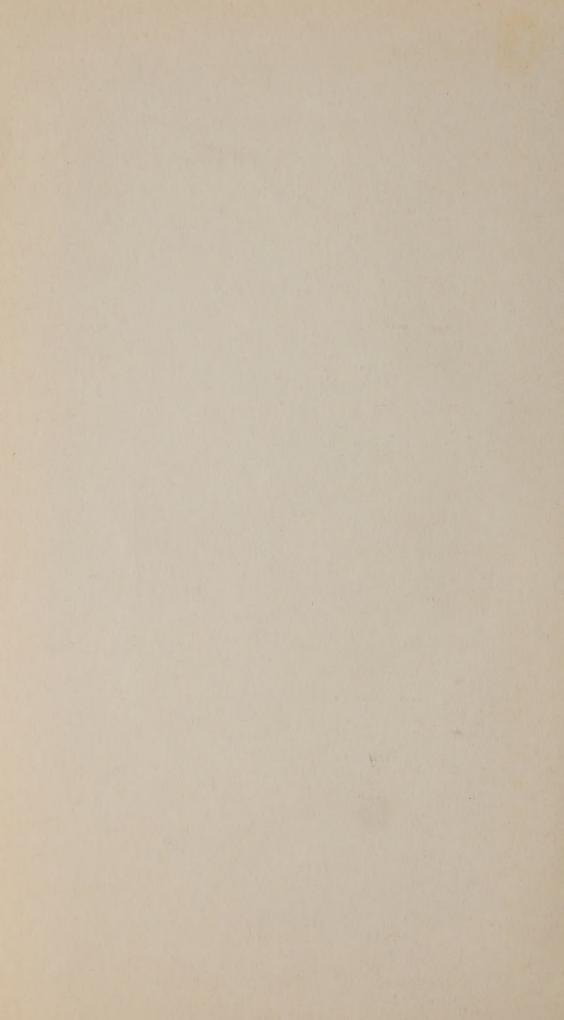
NOV 2 5 1963

OFFICIAL REPORTERS

ANGUS, STONEHOUSE & CO. LTD.
BOARD OF TRADE BLDG.
11 ADELAIDE ST. W.

364-5865

364-7383



-

2

3

5

6

7 8

9

10 11

12

13

14 15

16

17

18

19 20

2122

23

24

26

27 28

29

30

## THE ROYAL COMMISSION ON MARINE PILOTAGE

Proceedings of the hearing held at the Old Courthouse Building, Montreal, Quebec, on Monday, the 25th day of November, 1963.

COMMISSION:

The Honourable Mr. Justice Bernier Chairman

Mr. Robert K. Smith Member

Mr. Harold A. Renwick Member

Mr. Gilbert Nadeau Secretary

COMMISSION COUNSEL:

Mr. Maurice Jacques

PRESENT:

Mr. J. Richards

Mr. J. Brisset

Mr. C. Mason

Mr. Marc Lalonde

for the Canadian Merchant Service Guild

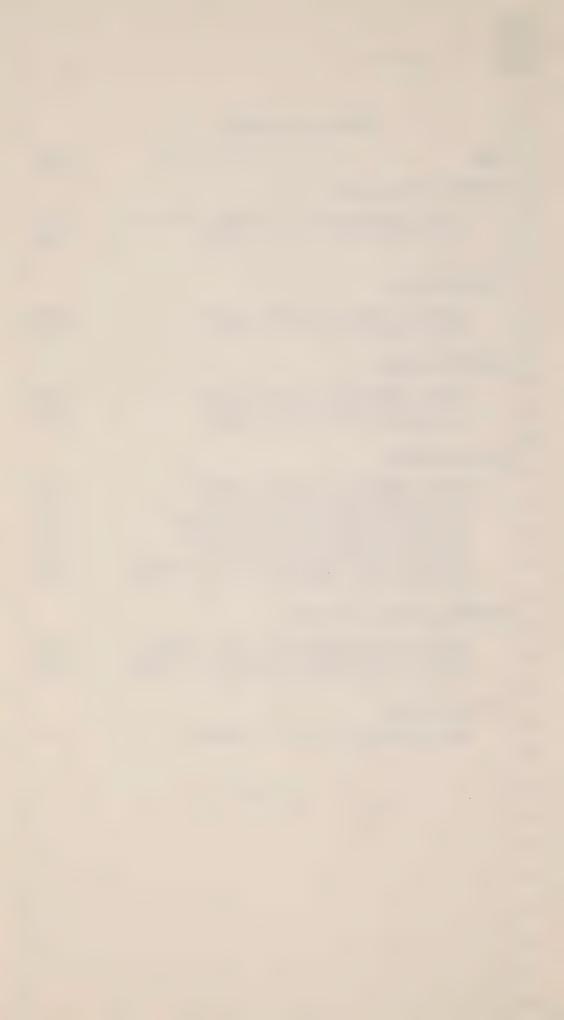
for the Shipping Federation of Canada

for the Dominion Marine Association

for the Federation of St.
Lawrence River Pilots;
Corporation of the Lower St.
Lawrence Pilots; the Corporation of the Mid-St. Lawrence
Pilots; the Corporation of the Montreal Harbour Pilots;
the Corporation of the
St. Lawrence River and Seaway
Pilots; the Corporation of the Upper St. Lawrence Pilots.

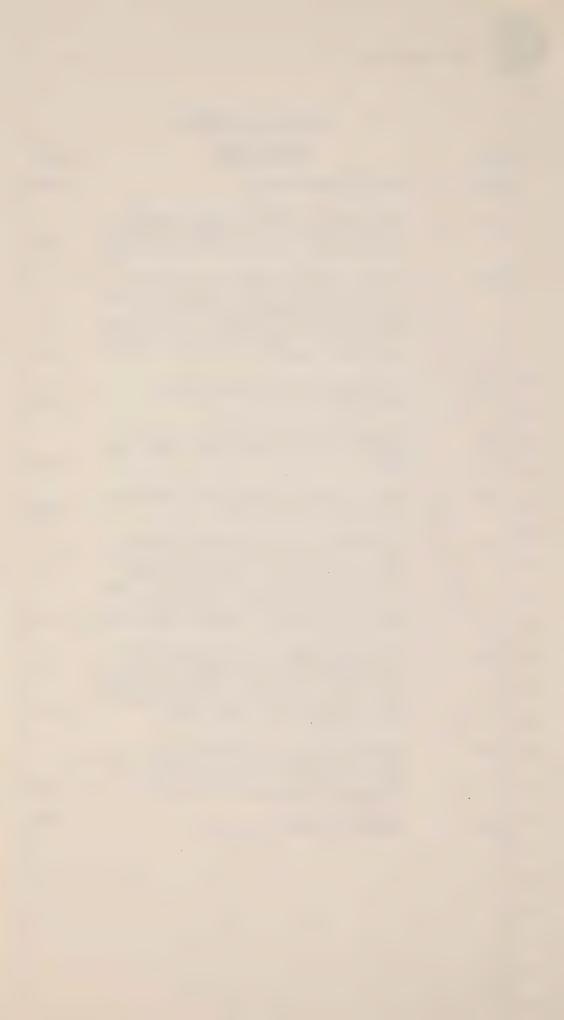
\* \* \* \* \*

1		
2	INDEX TO WITNESSES	
3	NAME	PAGE
4	MARCHAND, Jean Clement	
5	Cross-Examination by Mr. Brisset (Cont'd.) Cross-Examination by Mr. Jacques	10353 10369
6	orobb-mamination by Mr. vacques	10309
7	LAVOIE, Charles	
8	Direct Examination by Mr. Lalonde Cross-Examination by Mr. Mason	10374 10377
9	SAUCIER, Jacques	10011
10	Direct Examination by Mr. Lalonde	10378
11	Cross-Examination by Mr. Brisset Cross-Examination by Mr. Jacques	10386 10393
12	LAROSE, Jacques	20373
13	Direct Examination by Mr. Lalonde	10399
14	Cross-Examination by Mr. Brisset Re-Direct Examination by Mr. Lalonde	10404
15	Re-Cross-Examination by Mr. Brisset Cross-Examination by Mr. Jacques	10418 10419
16	Further Cross-Examination by Mr. Brisset Further Direct Examination by Mr. Lalonde	10422
17	SAUCIER, Jacques (Recalled)	·
18	Further Cross-Examination by Mr. Brisset	10429
19	Further Cross-Examination by Mr. Jacques Further Direct Examination by Mr. Lalonde	10436 10436
20	PINTAL, Gilles	
21	Direct Examination by Mr. Lalonde	10438
22		
23	* * * *	
24		
25		





1 INDEX TO EXHIBITS 2 NO. DESCRIPTION PAGE 3 796 List of membership. 10379 4 797 Photocopies of plan of the location 5 of the wreck of the FEDERAL EXPRESS together with various press clippings. 10353 6 798 Minutes of all special meetings or 7 of the general annual meeting during which the increase in tariff was 8 raised and the question of having the changeover of River Pilots at Marian 9 Wharf was raised. 10362 10 Document entitled Indication of 799 10381 Expenses. 11 800 Document containing names of the 12 members for the years 1960, 1961 and 1962. 10384 13 801 List of turns allocated to Directors 14 in the last three years. 10396 15 802 Corporation of the Montreal Harbour Pilots: financial statements to Feb-16 ruary 28th, 1961 to December 31st, 1961 and to December 31st, 1962. 17 first balance sheet is starting at March 1st, 1960 to February 28th, 1961. 10398 18 803 Statement showing the pilotage dues 19 paid during the years 1960, 1959, 1961 and 1962 and 1963 by vessels utilizing 20 the service of pilots and segregating 10427 ocean vessels from lake ships. 21 Document for the distribution of 804 22 monies for the month of December, 1962 which indicates adjustment made for 23 10434 insurance premium for the pilots. 24 805 10435 Three Insurance Policies. 25 26 27 28 29





Montreal, Quebec Monday November 25th, 1963

10352

English

2

3

--- ON COMMENCING AT 10:00 A.M.

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

MR. JACQUES: My lord last week we had been requested to insert in Exhibit 524, opposite the name of each pilot the class of licence he holds. This has been done and I return 524 to the Commission.

Also the Commission had asked to know what names of the pilots are not members of the Corporation of the Central St. Lawrence Pilots. There are eight pilots who are not members and I might read the names into the record. The first name is Cyrille Belisle, Damase Belisle, Georges Belisle, Alexis Gauthier, Andre Gosselin, Laurent Hamelin, Z. Mongrain and Rosaire Morissette.

I have been supplied by my learned friend, Mr. Brisset, with a plan of the location of the wreck of the FEDERAL EXPRESS together with various press clippings which show in particular the deflector which was built around the wreck, which was mentioned in the evidence of last week. I would suggest, my lord, that we make photocopies of these documents and return them to Mr. Brisset.

THE CHAIRMAN: All right.

MR. JACQUES: And that we file the photocopies as Exhibit No. 797.

28

---EXHIBIT NO. 797:

Photocopies of plan of the location of the wreck of the FEDERAL EXPRESS together with various press clippings.



English

MR. JACQUES: Thank you my lord. (THROUGH THE INTERPRETER.)

French

JEAN CLEMENT MARCHAND, Re-Sworn

CROSS-EXAMINATION BY MR. BRISSET (CONTINUED):

Q. Mr. Marchand you told us when we adjourned last Friday that none of the pilots of your Corporation, the 16 pilots of that Corporation had until now. Sought to revoke the proxies which they gave to the Corporation authorizing the Corporation to receive their receipts. This is true?

A. Yes.

Q. Mr. Marchand, the 16 pilots of your Corporation, were they in agreement for participation in the stoppage of work of pilots in the month of April 1962?

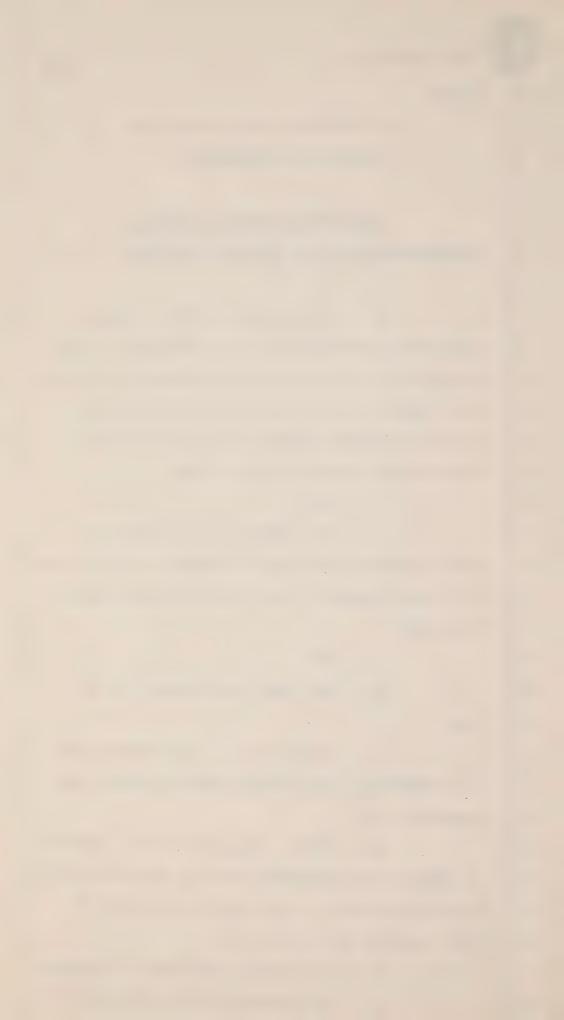
A. Yes.

Q. Were there any dissidents at the time?

A. In 1962? No. I did not take part in a Committee at the time but I don't remember any dissidents.

Q. Without having been on the Committee in 1962 you are sufficiently aware of the affairs of the Corporation to be able to give us an answer of quite a precise type aren't you?

- A. As I recall, there were no dissidents.
- Q. Mr. Marchand you will admit with me,



3

4

5

6

7

1 French

> won't you, that if a pilot at that time had been dissident and had decided to work, to pilot the vessels, all the plotage dues he would have earned would have been paid under the proxies to the Corporation to be divided up among all the pilots of the District. Isn't that right?

- A . According to the rules of the Corporation, yes.
- Well then won't you agree with me ---MR. LALONDE: Your lordship I think this is a legal question for interpretation where the witness gives his view on maritime law.
- Well wouldn't you feel, regardless of your legal opinion, that there would be little interest for a dissident pilot in continuing to pilot under circumstances like that, if all the receipts, at all events, had gone to the other pilots who were not working?
- I cannot say anything on that because there were no dissidents.
- Q. Just the same, Mr. Marchand, won't you admit that it is human not to wish to work for others who don't work?

MR. LALONDE: Your lordship my confrere is getting into legal waters. If you look in the By-Laws, you will see that the terms -- I am talking of By-Law 2, you will see that the terms are if a pilot works and others don't it is clear that you come into the question of averages and either the

8

9 10

11

12 13

14

15

16

17

18

19

20 21

22

23

24

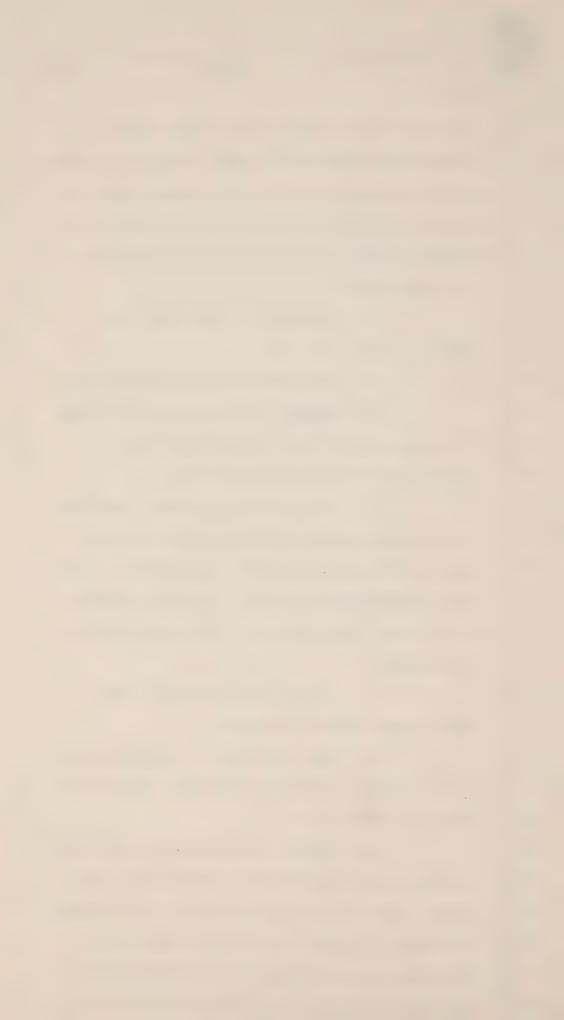
25

26

27

28

29





ANGUS, STONEHOUSE & CO. LTD.

pilot who has worked will have to allow the others to work to catch up with him, or the others will have to catch up with him or else it will all go into the common funding pool for those who aren't working.

THE CHAIRMAN: Well you seem to have answered partially for the witness.

MR. LALONDE: Well your lordship it is a juridical question.

- Q. Well Mr. Marchand in practice, according to your knowledge of these things, are you in agreement with the free legal opinion that you have just been given?
  - Perfectly so. Α.
- Q. I would like to go back some years, possibly to 1957 when you became, in the District of Montreal, or the Harbour of Montreal, when you came in as a pilot. Would you say for what reason you left the District of Montreal-Kingston at that time?
  - Α. I could say for personal reasons.
- Q. . At that time were you under the star of Mr. Chartier when his star had begun to shine at the worst moment of this area?
- Α. It wasn't a very brilliant star. I think he was just performing his duty.
- Q. This star of Mr. Chartier, was it still as bright as before in those years?
- A. You mean today? Well it's still the same.
  - Q. At that time in 1957 when you left

2 3 4

1

5 6

7 8

9

10

11 12

13

14

15

16

17

18

19

20

21

22 23

24

25 26

27

28

29



2

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29

30

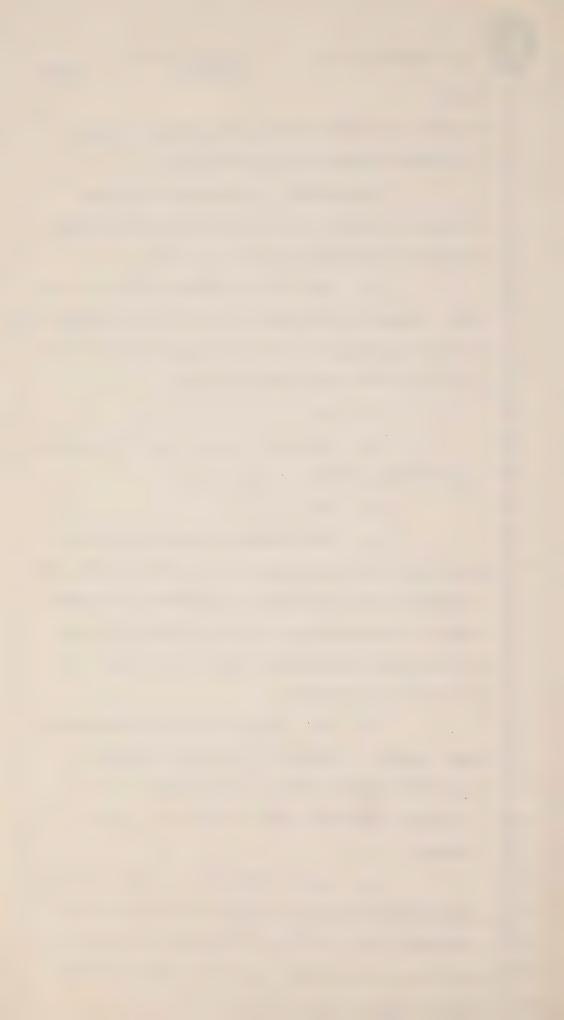
French

ANGUS, STONEHOUSE & CO. LTD.

the District of Montreal-Kingston, Roland Johnston of the Great Lakes Pilots' Association ---

MR. LALONDE: I apologize, but I must correct my confrere. It was called the International Organization of Masters, Mates and Pilots.

- .Q. Well then Mr. Roland Johnston of this body, the name of which was just given in its entirety, was he just beginning or had he then begun his activities in the St. Lawrence-Kingston District?
  - A. Yes.
- Could that be one of the reasons why you left this District at that time?
  - Α. No.
- Mr. Marchand you were in court last week when Pilot Lavoie expressed to us the opinion that the River pilots were just as qualified as the pilots engaged in manoeuvring in Montreal Harbour for doing the pilotage work of manoeurving in the Harbour. Do you share this opinion?
- Yes. They do manoeuvring work with these vessels. In theory -- perhaps in principle it is different! in theory it is different. It is not always in the same area but they are competent for this.
- Q. Now Mr. Marchand if a vessel having completed its loading in the Harbour of Montreal, let us say with grain, is to go to Montreal East shed to seek oil, it is indeed, I take it, in the Harbour of Montreal that it will be moved?





ANGUS, STONEHOUSE & CO. LTD.

Α.

Yes.

Q. Now once a vessel has completed its loading of oil to go off to its overseas destination, it is the River pilot who will take over the vessel and pilot it. Isn't this true?

> A . Yes.

- You are aware sometimes it is stopping in Montreal East to take this oil aboard and will be half an hour or more, sometimes even two hours?
- More often two hours rather than half an hour.
- Do you think it is logical that in the circumstances if the River pilot has the same ability as the Harbour pilot, do you think it is logical to suggest that the River pilot should take the vessel at this point of departure and remain aboard in Montreal while it's taking on the oil and then continue with it?
- Well the Harbour pilots don't adopt this procedure necessarily. The Harbour was closed for a time but if you have a vessel which is going in a certain area, this will come within the jurisdiction of the area of the Harbour.
- Q. Mr. Marchand in 1962 the pilots of Montreal Harbour, haven't they recommended that in the case of all vessels arriving in Montreal Harbour or leaving Montreal Harbour that they should take over from the Harbour pilots?
  - In 1962, as I said before, I wasn't on Α.

2

3

1

4

6

5

7 8

9

10

11 12

13

14

15

16

17

18 19

20

21

22

23

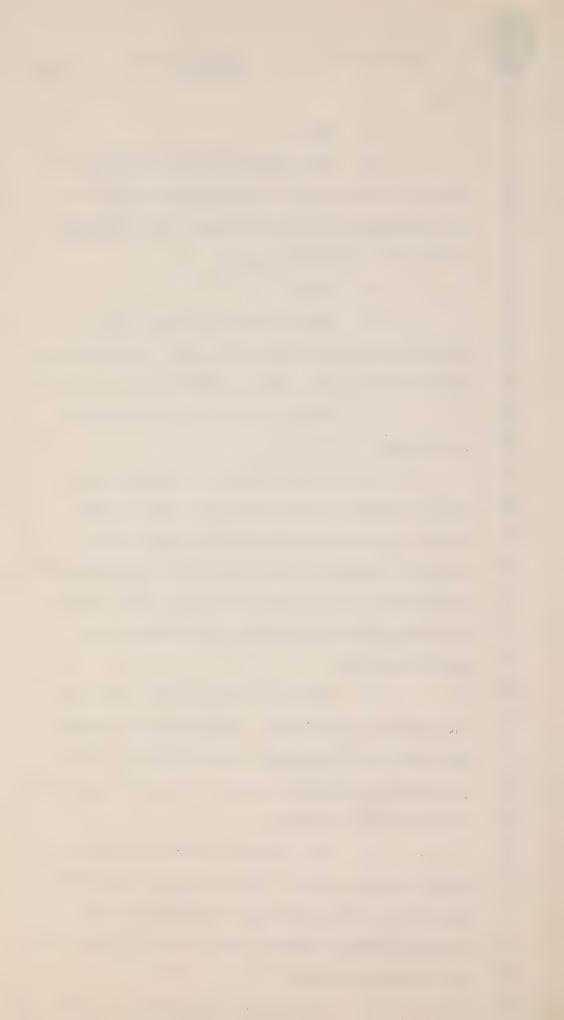
24

25

26

27 28

29





ANGUS, STONEHOUSE & CO. LTD.

the Committee. I don't know what was proposed. All the time I was on the Committee the pilots were changing, only going up and not coming down because coming down it was understood there may be a fog and you might not be able to get the vessel out and go much further down. You might have difficulties.

- Q. Well in 1962 then, if I understand properly the recommendation of the Harbour pilots was to the effect that any vessel going up had to change pilots. That is to say had to take over from a River pilot and give it to a Harbour pilot at Quay Marian?
  - A. Yes.
  - Q. Where is Quay Marian?
- A. As I recall it, it's in the central area. It's the small quay around area No. 110.
- Q. In other words, it is in the extreme limit, eastern limit of the District of the Montreal Harbour pilot?
- A. Well we have no District. It's a zone, an area. The northern tip of Ste. Therese Island. It's in the By-Law. I think it's in the Century Line area. It's, let us say, five or six miles from Marian Wharf.
- Q. At all events there is no other quay, as I understand it, easier than this?
  - A. No, I don't think so.
- Q. And for what reason was Quay Marian chosen at the time as the place where the relief should be effected?





French

ANGUS, STONEHOUSE & CO. LTD.

A. It was behind the Quay in the District.

It was suitable for this.

Q. In other words, it was a place where you could have the takeover done logically without harming the vessels?

A. To be more precise this was where you would have a vessel coming to section No. 110 and then you had Longue Pointe in the anchorages and you would have vessels going up from the Harbour. It was done in the Longue Point Marian Wharf.

Q. For what reason, in 1962, did you suggest that all the vessels going up should change pilots in arriving, or on arriving within the limits of the District of Montreal Harbour?

A. Well I cannot specify too much on this. I can say that it was a question by the general assembly, and the assembly was unanimous in this direction, on this point and the entries and departures were being carried on and they were not -- maybe they didn't have enough money in the past. Considering that there was not much in this direction, let us say that they maintained the same tariff.

Q. If I understand your answer properly, the intention at that time was to increase the receipts?

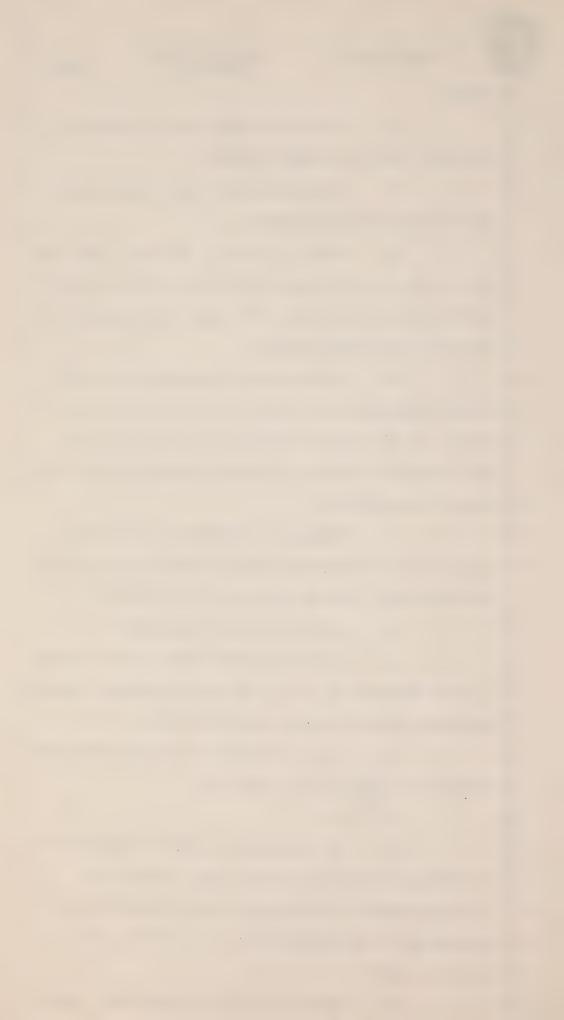
A. Yes.

Q. You said just now that all the pilots were in agreement in joining the stoppage of work in 1962. Now would you tell me what were the claims of the pilots in Montreal Harbour at the time?

A2 26 27



- A. They were asking for an increase in the tariff for the Montreal Harbour.
- Q. They were asking for a revision you said to increase or decrease?
- A. Well to increase. For some years past, since 1958, they had been asking for a revision in the tariff, 13, \$16 and so on. There was zoning regulations. There were taxi expenses also.
- Q. Are you aware that before the strike, or the stoppage of work, there were talks between the pilots, or the Pilots' Committee in the District and the Shipowners and that it had been understood that there would be an increase?
- A. Frankly the Shipowners, for them the answer is no. Ever since 1958, and this has been going on there hasn't been an increase in the tariff.
  - Q. Well now you are saying what?
- A. Well from 1958 on they had been asking
  -- from Vancouver on, and so on, in the Vancouver Harbour
  something similar had been asked in Montreal.
- Q. I was interested in changing say from Kingston as compared with Vancouver.
  - A. No.
- Q. Mr. Marchand you were telling us that according to what you recollect there had been no agreement between the Shipowners and the people in your District as to an increase in the tariff after the strike in 1962?
  - A. Well as regards the Committee, things





2

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29

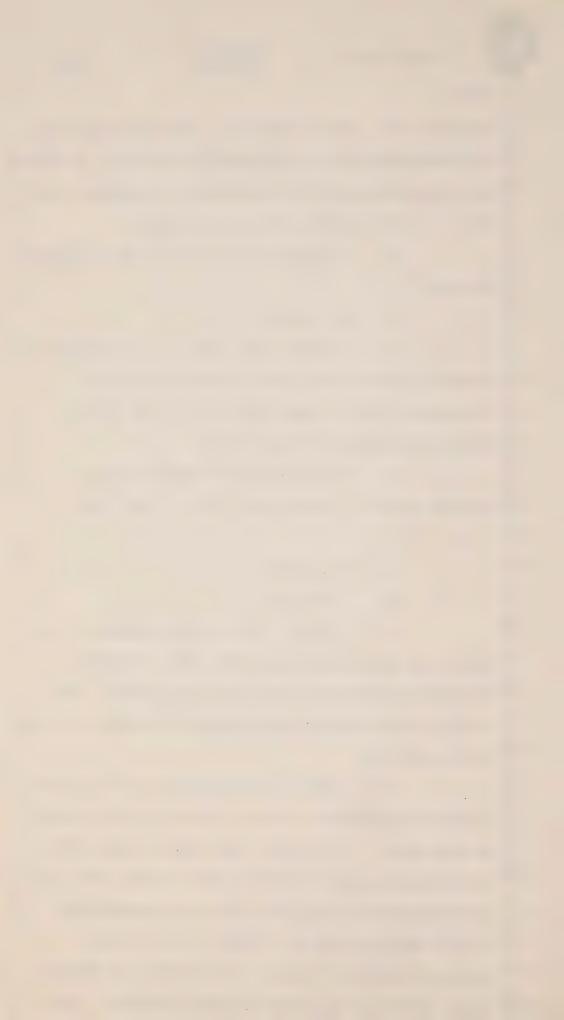
30

French

ANGUS, STONEHOUSE & CO. LTD.

happened that I was not aware of. There could have been something proposed at a fixed salary basis and I do believe that the main thing is that there was a low tariff. low rate. I wouldn't be too sure of the answer.

- Q. Who was the President of your Corporation in 1962?
  - A. Mr. Long.
- Q. And who was a member of the Negotiations Committee, if there was such a Committee with the Shipowners or the Pilotage Authority in your District before the stoppage of work in 1962?
- A . Mr. Long, Larry McDonald, Romeo Laroche, Menard. I think I have four of them now.
  - Q. Yes, four.
  - A. Pelletier.
- Q. At that time was that proposal of the Shipowners discussed to the effect that the pilots' earnings be determined within the fixed limits? For example, determining a fixed maximum or minimum according to the workload?
- Well it is very hard for me to answer that question because I was not a member of the Committee at that time. I heard about many things at that time but during the general annual meeting of the winter this questionnwas discussed and everybody was unanimously against that proposal and I think the same thing happened during the season. The Committee was against that. Well this thing went on being discussed. That is





1

2

3

4

5

6

7

8

9

10

11

12

13

14

15

all I can tell you.

Q. Mr. Marchand I would like to ask you either through yourself or through your secretary to file a copy of the minutes of all meetings, all special meetings or of the general annual meeting during which the question regarding the increase in tariff was raised. The increase in 1962 and regarding also the proposal of Shipowners of fixing income or earnings for pilots within the determined limits and also the minutes of all meetings during which this question or the question of having the changeover of River pilot at Marian Wharf took place. Could you please file these documents and they will receive the exhibit number 798.

16

17

18

19

20

21

22

23

24

25

26

27

28

29

30

---EXHIBIT NO. 798:

Minutes of all special meetings or of the general annual meeting during which the increase in tariff was raised and the question of having the changeover of River Pilots at Marian Wharf was raised.

Q. Will you kindly bring as part of this Exhibit 798 the minutes of all meetings convened upon the stoppage of work, including the general meeting which in fact brought about the stoppage of work of the pilots of your District?

> Α. Yes.

MR. LALONDE: Does that include the meeting of the Directors or are you talking about the general annual meeting?





ANGUS, STONEHOUSE & CO. LTD.

0. Including the meetings of the Directors having to do with the stoppage of work.

Α. At that time I think in 1962 you had a meeting of the Board of Directors.

Mr. Marchand in order to change the subject matter now you talked to us about recommendation No. 3 regarding the Corporation of the Montreal Harbour Pilot mentioned in paragraph 639 of the brief submitted by the Federation of Pilots. You remember that specific recommendation? It's the one that has to do with the transportation allowance which is to be paid to the pilots or to the pilots going to St. Lambert. You remember that recommendation?

> A . Yes.

If my memory serves me right, I think that you took great pains to draw the Commission's attention to the fact that this was a transportation allowance which would apply only in the case of a pilot who would have to board a vessel for St. Lambert and not for all movages?

Yes, for St. Lambert.

In that respect I would like to Q. review again past history. In the first place, you will admit to me Mr. Marchand, I am sure, that it seems to be quite logical for pilots before this "Commission to come and say that the River pilots receive \$3 whenever they have to board a vessel in St. Lambert. Consequently, it would be as logical for us to receive such allowance and this briefly is the reason for your

3 4

2

5 6

7

8 9

10

11

12 13

14

15

16

17

18

19

20

21

22

23

24

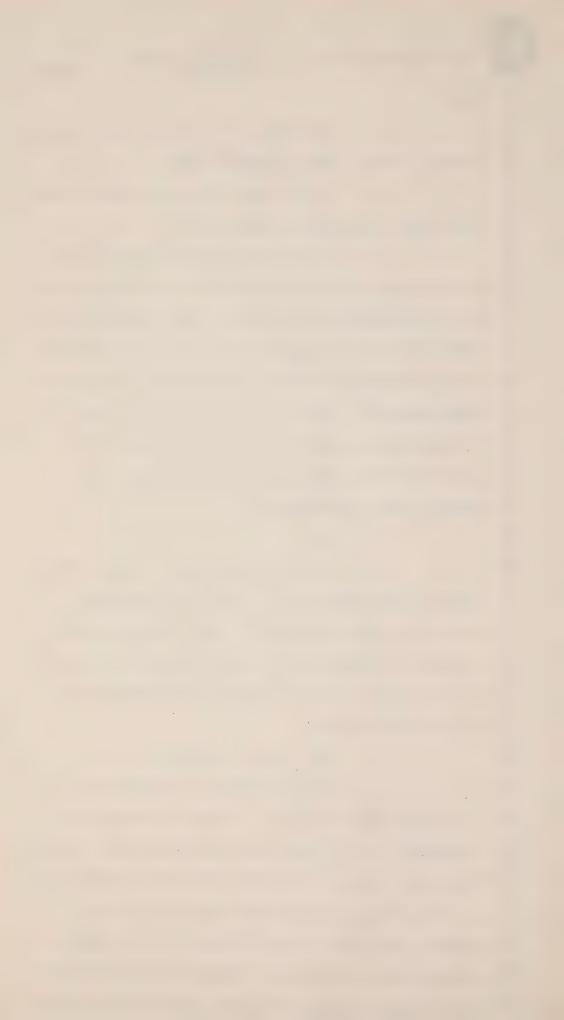
25

26

27

28

29



recommendation.

- A. I am not in agreement with you sir.
- Q. So it is not for that reason that the recommendation was made?

A. No. The reason is that we already threatened a stoppage of work over there in order to obtain this allowance of \$3 for transportation and also to go to the Seaway, or embark a vessel at the Seaway and whenever we discussed the tariff negotiations in 1960, well this allowance was withdrawn for us.

We had an increase of tariff but we got a decrease in this allowance so finally we reached the same level as we were.





2

French

ANGUS, STONEHOUSE & CO. LTD.

At St. Lambert we always had some trouble over there. We need a taxi to go there. There is no transportation to come back at night. We only have an hour and 15 minutes to reach the vessel at St. Lambert and if we arrive there at three or four in the morning and if the person is home in bed, well, he doesn't have time to do anything else if he is called for an hour, take a taxi to go there, and the same thing applies when we get off. We don't have any time at our disposal when we have an hour and a half.

Mr. Marchand, in 1958 -- the pilots of Q. your Association since the Corporation was set up requested that \$4.50 be allowed to them for travelling expenses for any movage performed in the Harbour. Do you remember that?

Α. Yes. At that time you were granted \$2 for each movage; is that not a fact?

> Α. Yes.

Movages, whether they were accomplished at Windmill Point, Longue Pointe or at St. Lambert Lock?

Not at St. Lambert Lock because that lock didn't exist at that time.

I apologize. You are right. In 1959 pilotsaasked that this allowance of \$2 be increased to \$3 otherwise they would go on strike, do you recall that?

A. Well it wasn't simply -- the strike wasn't -- the purpose of the strike wasn't only to obtain

B/RPS

3 4

5

6 7

8

9 10

11

12

13 14

15

16

17

18

19

20

21

22

23 24

25

26

27

28

29



the \$3 at St. Lambert. There was also a question of detention time at St. Lambert. We were not being paid for detentions. We were being detained five or six hours on the entrance of the Seaway. We always made requests but they were rejected. It was always the same procedure, reasonable demands were never accepted and we always have to use big words all the time, and this was always the situation.

- Q. At any rate you asked for an increase of \$2 to \$3 for all movages for transportation?
- A. In the Harbour it always remained at \$2 for the Harbour and we asked for an increase of \$1, that is to \$3 for St. Lambert because of the travelling.
- Q. At any rate in 1959 you have obtained this increase to \$3?
  - A. Yes.
  - Q. For a movage in St. Lambert.
- A. Yes, I think that the D.O.T. decided that.
- Q. You got the allowance of \$2 for other movages elsewhere than at St. Lambert Lock?
  - A. Yes, Montreal Harbour.
- Q. Now, let us get back to the year 1961,
  Mr. Marchand. Is it not a fact that at that time you
  have asked for a revision of the tariffs in the year 1961,
  for example in the winter of 1960, 1961?
- A. This increase in tariff we had been asking for ever since 1958.
  - Q. Is it not a fact that at that time you





2

3

4

5

6

7

8

9

French

ANGUS, STONEHOUSE & CO. LTD.

took the following attitude: that is, it would be a good idea to increase the tariff and in order to avoid this complication of adding to the pilotage costs for the movage fees the travelling allowance, let us have a round figure which will include everything, that is travelling allowance and the pilotage cost, that is in the pilotage bill?

- Α. It was at the end of the negotiations. I wasn't a member of the Committee. When the tariff was submitted as a flat rate, or a flat rate the expenses were included in the tariff. The expenses were supposed to be included. Then in 1961 in January -- I wasn't on the Committee consequently I can't tell you how the whole thing was settled.
- Q. At any rate you obtained a major revision of the tariff and starting at that time a vessel no longer paid a certain amount for a movage, there were no longer two charges, just one for the movage itself and the other for the travelling allowance, is that a fact?

Α. Yes.

- In other words the travelling expenses were now included with this amount on a flat rate?
- Yes, I could say that is another way, not having an increase in tariff, and we were at exactly the same point. We didn't . . .
- Q. Now, Mr. Marchand, let us take for granted that the movage given to you'of \$3 going to St. Lambert, do you think the Shipowners can expect that

10

11

12 13

14 15

> 16 17

18

19

20

21

22 23

24

25

26

27 28

29



at the next negotations the pilots will say if we were granted \$3 to go to St. Lambert we should be granted \$3 in order to go to Longue Pointe because it is not longer to go there to Longue Pointe than to St. Lambert?

- Longue Pointe and in the Montreal Harbour is an entirely different thing than to St. Lambert. It is not entirely the same thing. Moreover we are beyond our own District and I think there are some clauses in the Shipping Act that say outside of one zone travelling expenses are supposed to be paid. If we worked in order to obtain expenses to St. Lambert, and they are taken away from us then it is the same as in the same District receiving the same thing, well, we would get back to this older system.
- Q. Mr. Marchand, in other words if someone doesn't know past history and the way pilots are organized themselves in order to obtain the increase in tariffs that the next negotiations it would be logical to say if you pay us \$3 at St. Lambert there should not be any reason we should not be paid \$3 to go to Longue Pointe.
- A. In the Montreal Harbour it is hardly as expensive as going to St. Lambert.
  - Q. So you will be satisfied to take \$2?
- A. If they will give it to us we will be glad to take it.
- Q. As soon as you have obtained the \$2 for Longue Pointe, \$3 for St. Lambert do you feel we can



expect that next year or the following year you are going to go to the Shipowners and tell them this is complicated so let us establishean overall rate which will include all the travelling expenses and pilotage dues for movage.

A. Inasmuch as tariffs are adjusted in such a way that travelling expenses are included, well fine. The way it was prepared -- well, we had to take it or we didn't obtain anything, but cut down the expenses -- the expenses were included in the tariff. It is the same thing, it is all belonging to the same thing. Here in Canada, not even pilots, how often do you see people who service vessels or anything else where travelling expenses are not paid?

Q. So If I understand you properly since you have obtained the new tariff in a flat rate the past will then be forgotten and you are going to say the pilots receive \$3 to go to St. Lambert and there is no valid reason for the Harbour pilots not to obtain \$3 to go to Longue Point.

A. The River pilots obtain a straight \$3 in their tariff the same as applies to us.

lish

#### CROSS-EXAMINATION BY MR. JACQUES:

Q. In 1961 when there was an adjustment of the tariff and when the expenses were included in the tariff did you say that there was no net increase at all?

A. No, the average was about the same.



1

2

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

We could call the value of the movage at the end of the year about the same.

- 0. The value of the movage at the end of the year was the same. How do you establish the value of almovage at the end of the year?
- A. It could be established, say an amount of X divided by the number of movages in the Harbour, and that gives you the value of the average of movages for the year.
- Q. Do I understand rightly then you take all your revenues, gross revenue that the ships pay you and divide it by the total number of ships or: movages which you did during the year?
  - A. Yes.
- Q. That is what you would call the value of movage at the end of tac year?
  - Α. That is right.
  - Q. Youssay that this didn't increase?
- Α. Probably was decreasing movages that year. I don't quite remember what was the increase of that year, but I know they were about \$300 lower than the previous year.
  - In the total? Q.
  - Α. The total.
  - Q. . To arrive at that figure .
- A . Therefore to be justified on the thing you have -- what do you call him?
  - Q. The accountant?
  - Α. Accountant.

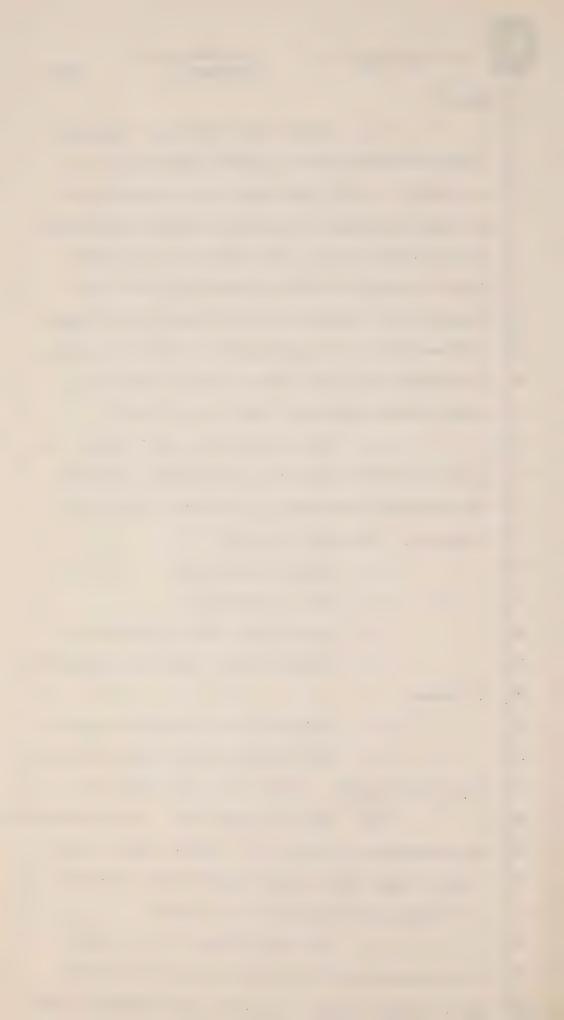
29



Q. He will take the stand. Very well, I will drop this subject until the accountant is in the stand. In 1962 would you check in your files or ask your secretary to check in your files to ascertain whether your Corporation received, or no this famous letter notifying the various Districts that at the request of the Treasury Board the Department of Transport would see if it were possible to deduct a certain percentage of the total gross earnings towards the administrative expenses. Would you check that?

A. Yes, we did receive that letter. As a matter of fact I wasn't on the Committee Board but the letter was addressed to me from the Department of Transport. I had read the letter.

- Q. You had received it?
- A. Yes, I received it.
- Q. Do you recall when you received it?
- A. It was probably the fall or the middle or summer.
  - Q. Perhaps if you could get the letter . .
- A. The Secretary has got it in his hand if you want to see -- do you want the letter now?
- Q. They will check later. This dispute over the changeover of pilots at St. Lambert Lock, do you think it might have had anything to do with the idea of charging an extra movage to the ship?
- A. Do I refer to the fact -- I wasn't on the Committee, but in the wintertime in January we had a general meeting. As far as I can remember it was



2

3

4

5

6

7

8

9

10

11

12

English

brought up by two members of the assembly and the whole assembly was against, unanimously against that procedure and the same reason, the fact, what I told you a while ago was probably true. I had that in mind. I don't want to say it was better than anybody. I was talking to them that there was no use to try this thing they had in mind. In 1959 we had a few ships at the tie-up wall which at the time we thought wasn't our work. We used to look for the pilot -- the pilot wasn't there. We say, I will take you in the lock if you want to pay an extra movage. We won't work for nothing. The master says okay, I will sign your card. He would sign the card and the company used to pay until September.

> Q. Of what year?

A . 1959. In September a bill sent by myself -- not myself, the Department of Transport sent one of my bills. A ship from shed 3, I guess, to St. Lambert -- well, I waited about 20 minutes, no pilot was there and the captain asked me to take him in the lock. I said, okay I take you in the lock but it is not our work. I am not going to work for nothing. Something could happen and I have to be responsible to make a report on all these things. He said all right if you take me in the lock I will sign your card. That bill was sent to the C.P.S., the C.P.S. refused to pay it and then from that time all the other companies refused too. I was talking verbally to, I think it was Captain Gendron.

> Q. You were talking -- ?

b2

13

14 15

16

17 18

19

20

21

22

23

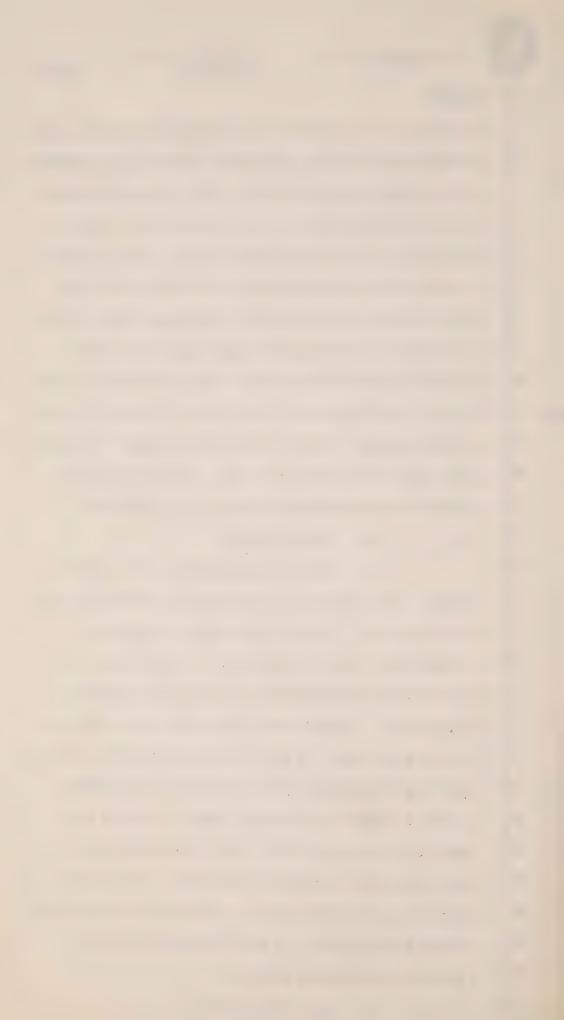
24

25

26 27

28

29



A. To Captain Gendron, Department of Transport. I said do you expect us to work for nothing there. He said, no, from now on any ships that goes to the wall, as soon as it arrives then get off the ship, leave the ship there, if they don't want to pay leave it there and the other pilot -- he will wait two, three, four hours -- he will have to wait there if they don't want to pay. That was the custom in 1959 and 1960 and 1961, as soon as we arrived to the wall we used to get off.

- Q. And the Cornwall pilot came on board?
- A. And the Cornwall pilot came on board.
- Q. Whether he did or not . . .
- A. We don't know.
- Q. You didn't wait for him?
- A. No.
- Q. You just got off the ship?
- A. We just got off the ship.
- Q. You made the ship fast and left.

Would you search your minutes -- you refer to a meeting where this matter was discussed. Would you look through your minutes and see if there is anything on record in this respect?

- A. 1962 at our meeting?
- Q. Yes, you said once during a meeting, you said that two pilots suggested that you ask for a movage when you were tied up at the tie-up wall and moved the ship later on.
  - Q. I wasn't on the Committee at the time

2.5





3

4 5

ench

6 7

> 8 9

10 11

12

13 14

glish 15 16

17

18 19

20

21

22

23 24

25

26

27

28

29

30

English.

ANGUS, STONEHOUSE & CO. LTD.

but I think our secretary has this in the minutes.

MR. JACQUES: The Secretary will note if there is a minute, thank you.

(THROUGH THE INTERPRETER.)

THE CHAIRMAN: Any further questions of Captain Marchand?

MR. LALONDE: Pilot Lavoie.

CHARLES LAVOIE, Sworn

THE SECRETARY: Your name?

THE WITNESS: Charles Lavoie.

THE SECRETARY: Occupation?

THE WITNESS: Montreal Harbour pilot.

## DIRECT EXAMINATION BY MR. LALONDE:

Q. Captain Lavoie, you were asked a question last week -- I am sorry, you weren't asked the question but the question was asked of Captain Marchand concerning the movages made by yourself in October 1962 as shown on Exhibit 788. One of my colleagues mentioned that this exhibit tends to show that you had been at elevators, grain elevators only once during that particular month. I made the statement at the time yourwould be called in the box to express your views in this regard. I am showing you Exhibit 788. Would you tell the Commission whether or not you have come to the grain elevators during that month?

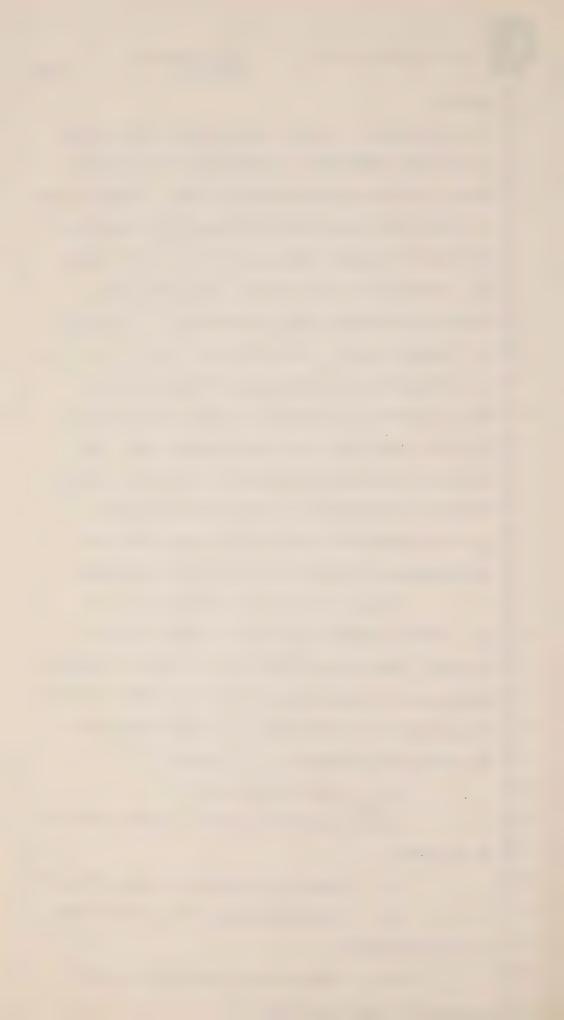
> No. 1, the first job which shows section Α.



71, to section 80 -- well section 71 is right at the Vulcan Wharf right here, section 71, this is Vulcan Wharf. Section 80 is in Windmill Basin. Windmill Basin is 3,000 feet long, 3,000 feet long to 300 feet wide. The west side starts off 5, 6, 7, 8, 9, 10 -= section 10. Section 10 is the loading -- unloading berth, where you unload the ship, B elevator. 567, they are all loading places. On the east side 5,6, 7, 8, 9, 10, 11 -- they are on the east side of Windmill Basin. That is where you can unload or load bulk cargo and it is 300 feet apart from east to west. When I left section 71 and went to section 80 I was about 400 feet from the grain elevator -- that is not the grain elevator because the grain elevator goes along the west section, so that is one point that I was there.

Then, No. 6 -- No. 7, pardon me, from St. Lawrence Seaway, that was St. Lambert, down to shed 45. Shed 45 is at Tarte Pier. That is a loading place where you load grain. On the other side of Tarte Pier, that is the place where you unload grain from the ship to the elevator, so I came here.

- Q. Where did you come?
- A. At shed 45 and the unloading spot is at 44 north.
  - Q. What is the relation between 44 north .
- A. You load grain at 45 and unload the grain at shed 44C.
- Q. The way you indicate it is it the same but one is on one side . . .



English

3 4

2

6

7

5

8 9

11

10

13

12

14 15

16

17

18 19

20

21

22 23

24

25

26 27

28

29

30

A. One is on one side and the other is on the other side. That is right. No. 8 from St. Lambert Lock to elevator one, from St. Lambert way up to elevator one which is in number one basin. I have

that there marked. It is the same thing. I have 19, No. 19, section six which is right here, about 300 feet across from the grain elevator berth. That was

the PINEDALE, if I am not mistaken, right up to St.

Lambert Lock.

MR. JACQUES: When you first give a number that is the consecutive job?

THE WITNESS: The job number.

MR. JACQUES: Appearing on Exhibit 788.

THE WITNESS: That is right, sir. This is the other job, 22, from section 8 in Windmill Basin again to St. Lambert Lock. Then, job 25 from shed 19 right here to shed 46 which is right across from section 44, the grain elevator at Tarte Pier. I went on one side of the Basin which is about 400 apart, ome side of the Basin -- the other side is the grain unloading berth.

Then job 28 from section 10 which is right in Windmill Basin, right across from the unloading berth to section 46 north which is over here -- 46 is Southerland Pier, which is about 400 feet from the grain unloading berth.

Then job 39, job 39 again from section 6 east in Windmill Basin to St. Lambert Lock nearby the grain elevator. Again, job 49, from elevator No. 2



3

5

6

7

8

9

11

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29

30

ench

which is right here in No. 3 basin up to St. Lambert Lock.

I think that is all. I think that is nine times between

4 October 3rd that I have here to October 30th.

MR. LALONDE: Thank you.

(THROUGH THE INTERPRETER.)

THE CHAIRMAN: Any further question of

Captain Lavoie?

### glish 10 CROSS-EXAMINATION BY MR. MASON:

Q. In October, 1962 it would be a busy month. would it not?

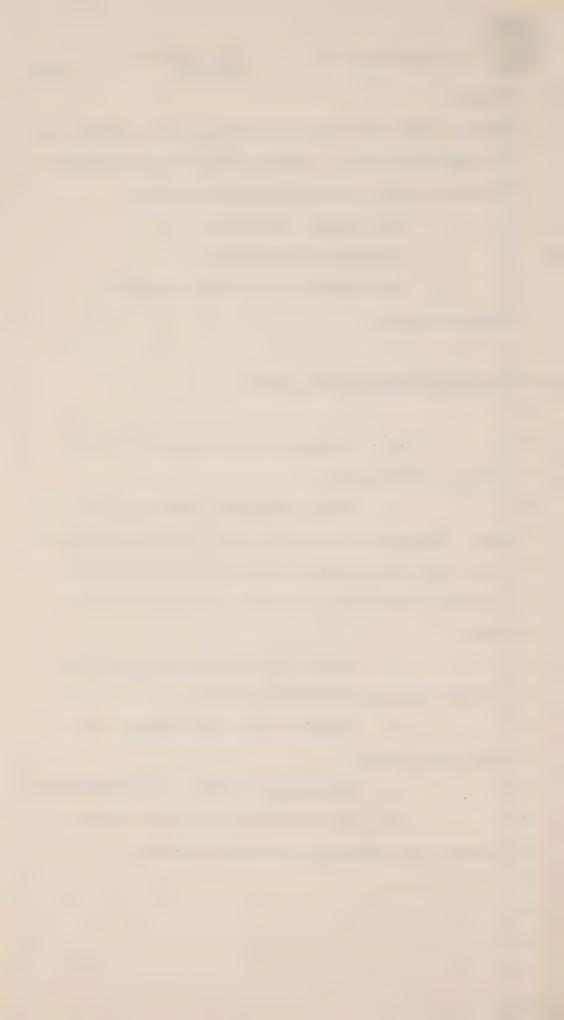
A. Well, it depends, sometimes it is busy. Sometimes it is not too busy. This year was pretty busy, but I can't remember the other year, but it is normally a busy time of the year. I would agree with this.

Q. In the average month how often do you frequent these grain-loading berths?

A. To give you an exact answer I will have to go through . . .

Q. Not an exact answer, just approximately?

A. Well, I suppose just about average -you don't go necessary to the grain elevator.



2

3

4

5

6

7

8

9

10

11

12

13

14

15

R/RPS

# ANGUS, STONEHOUSE & CO. LTD.

English

Just about every day you go by that exactly to the grain elevator. We have five elevators in our Montreal Harbour. Some on the south part of the -- the south side of the Harbour. Some a little further towards the middle, up to No. 4 elevator. We have five of them. One is called B, the other, 2, 3, 4 so one always passes it every day, pretty near every day of the week.

Q. Thank you.

### JACQUES SAUCIER, Sworn

### DIRECT EXAMINATION BY MR. LALONDE:

Q. Your occupation?

A. Secretary-Treasurer, Corporation of the Montreal Harbour Pilots.

Q. Could you please tell the Commission for how long past you have occupied the position of Secretary-Treasurer of the Corporation of the Montreal Harbour Pilots?

- A. Since 1958.
- Q. This was since when?
- A. 1958.
- Q. You were constantly in this position?
- A. Yes.
- Q. Do you have any other position?
- A. Yes.
- Q. I show you a copy, or rather Exhibit

16

nch

17 18

19

20

21

22

23

24

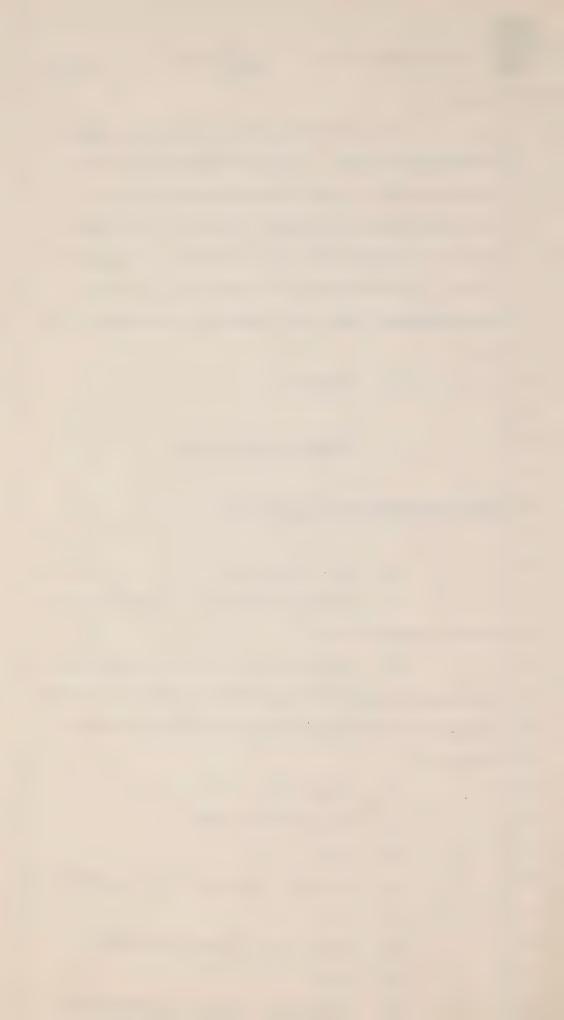
25

2627

28

20

29





ANGUS,	STONEHOUSE & CO. TORONTO, ONTARIO
--------	--------------------------------------

F	22	0	n	^	h
T.	T.	e	I1	C	11

792 on which I would like to ask a number of questions. These are the rules and regulations of the Corporation of the Montreal Harbour Pilots. Could you tell us first in relation to Article 3, Rule No. 1, how many members there are in the Corporation?

A. 16.

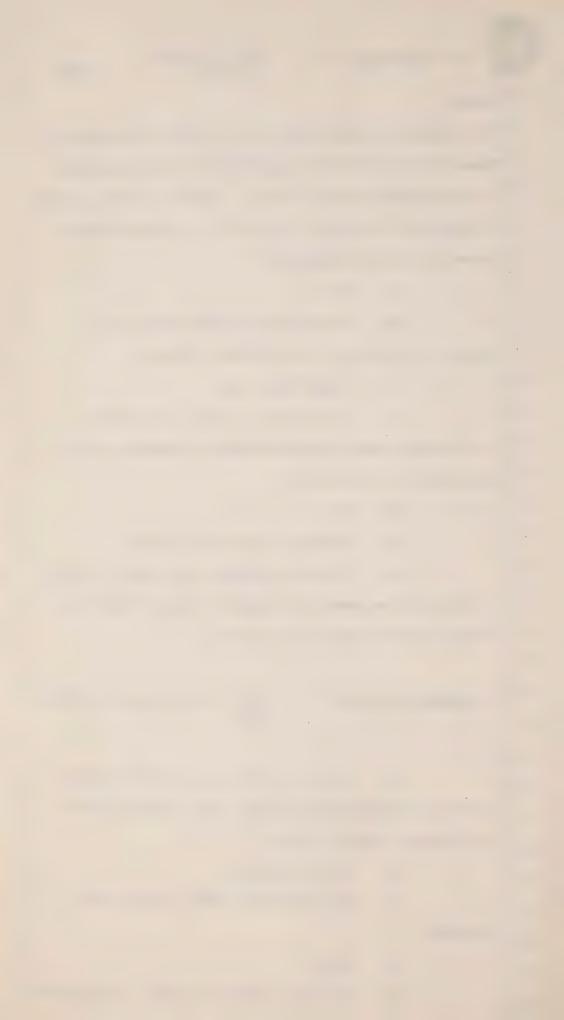
- Q. Does this represent overall the pilots of the group of the Montreal Harbour?
  - A. Completely, yes.

LTD.

- Q. Do you have a list as my confrere, Mr. Brisset, asked you for showing the adhesion, the membership of the members?
  - A. Yes.
  - Q. Could you file this please?
- A. This is a complete list with the list of dates for requests for admission and also the dates of the proxy of each of the members.

---EXHIBIT NO. 796: List of the complete member-ship.

- Q. Would you please say how many members you have in the Executive Board of the Corporation of the Montreal Harbour Pilots?
  - A. Five Directors.
- Q. This Executive Board, does it meet regularly?
  - A. Yes.
  - Q. Is there a minimum number that should be



12.0	E		) ×
4/	EMBE		
A	H B E	4	

2

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

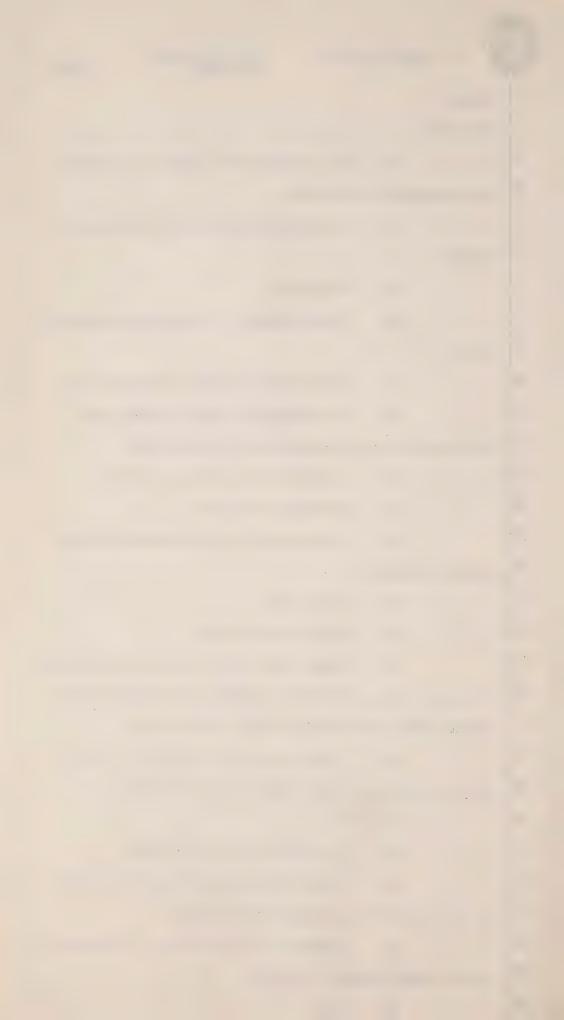
29

30

French
--------

obtained?

- A. No. There is no precision on this: nothing specific on this.
- Q. Do you hold minutes of the Executive Board?
  - A. Regularly.
- Q. These minutes of the general assembly also?
  - A. Yes, they are read and accepted too.
- Q. . The administrators, do they meet in assembly for the purpose of remuneration?
  - A small remuneration in winter.
  - Q.\_ How much in winter?
- Α. In winter this is determined by the annual assembly.
  - Q. How much?
  - Α. \$7.50 for the day.
  - Q. What do you mean by the winter period?
- From the closing of the navigation A. season until the opening of the following one.
- Q. Could you say if during the winter season you receive any turns in remuneration?
  - A. No.
  - Q. In what way do you proceed?
- A. Under the laws or rules which enable us to -- well it is members on the Board.
- Whenever re-imbursement is requested, Q. do you have formulae for this?
  - A. Yes.



2

French

ANGUS, STONEHOUSE & CO. LTD.

3 4

5 6

8

9

7

10

11

12

13

14 15

16

17

18 19

20

21

22 23

24

25 26

27 28

29

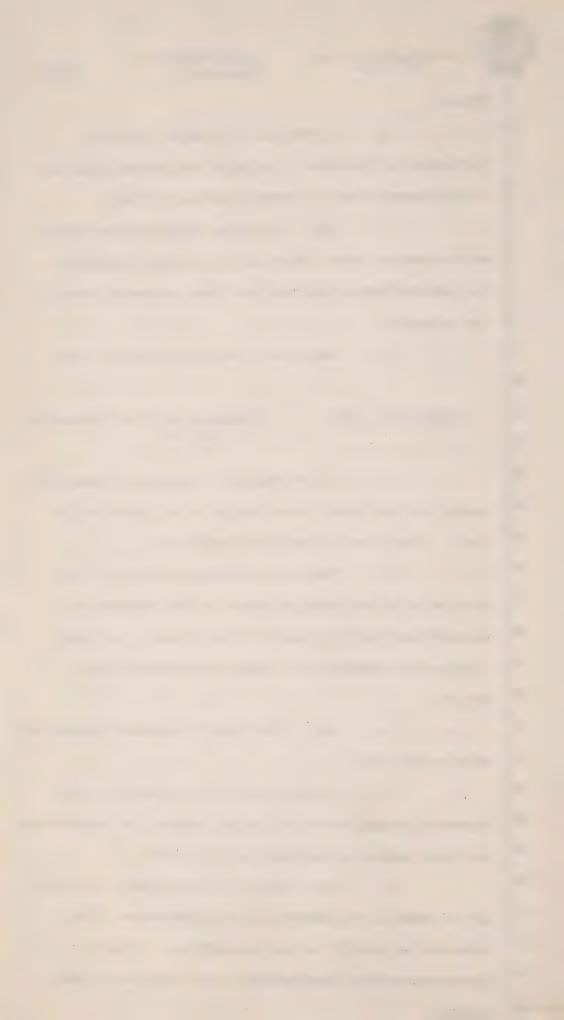
30

	ବୃ ,	I	show	you	a do	cumer	nt entitle	e d	
Indicati	on of	Expens	es.	Is	this	the	document	you	use
in the O	orpora	ation c	of Mor	ntrea	l Han	rbour	r Pilots?		

- A. Yes. With the details of the number of the cheque, date, and these are always accepted by the administration and they are then processed through the assembly.
  - Q. Would you file this as Exhibit 799?

--- EXHIBIT NO. 799: Document entitled Indication of Expenses.

- Q. I note that this application bears the number and the date of the cheque on the right in the top. Could you say what this date is?
- A. The date corresponds exactly to the date on which the administrative office accepts the expenditures and the number of the cheque -- all our cheques are numbered, the number corresponds to the amount.
- Q. \_ And I note there is another item marked date on the left.
- This is the for the details of the expenses because there is always a reason for expenditures and this reason is explained and the date.
- So you have two indications. In fact one of them is the reason for the expenditure. The other is the details of the expenditure. Could you indicate what the administrators must mention in these points?



ANGUS, STONEHOUSE & CO. LTD.

A. They must explain the reason -- for instance, let us say that is it transport and the details of the expenditures. That is, if they spend one hour, two hours, half a day, one day all the detail must be indicated.

- Thank you. These expenditures under-0. gone by the administrators, are they subject to approval by the administrative board?
- A. All the expenditures must be so processed by the administrative board.
- Do you pay these expenditures here before submitting them to the administrators?
- I think it is the day of the administrative board meeting, or the Executive Council Meeting that we look at these cheques.
- I note that there is a measure taken for the annual general assembly and special assemblies. Regarding these special assemblies do you have these f or the Montreal Harbour Pilot?
- We have regularly a special one at the beginning of navigation and we follow the rules. We send the notice of meeting five days ahead of time with the agenda and if during the year there is a serious problem, then we have a special assembly. We do this.
- I draw to your attention paragraph 354, memo submitted to the Corporation of Mid-St. Lawrence Pilots and especially to item Corporation of Montreal Harbour Pilots. I note that for the assemblies held at

2 3

1

4 5 6

8

9

7

10 11

12 13

14

15

16

17

18

19 20

21

22

23

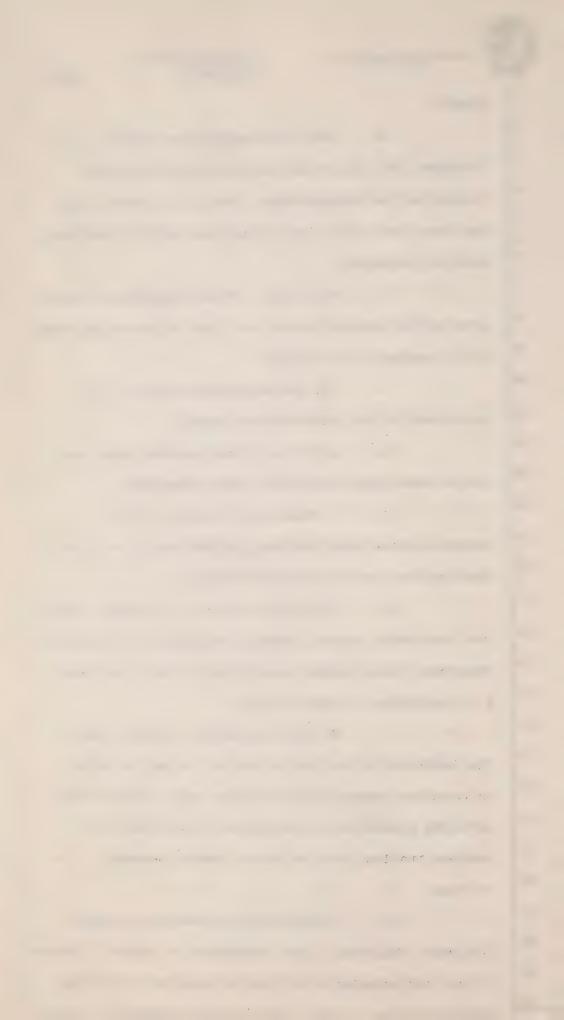
24

25

26

27

28 29





2

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

Fi	e:	n	c	h
----	----	---	---	---

ANGUS, STONEHOUSE & CO. LTD.

the end of the years 1960, 1961 and 1962, you respectively participated in 15 out of 16 members. 12 out of 16 and 14 out of 16. Could you say if this corresponds to the true persons as you have in the minutes?

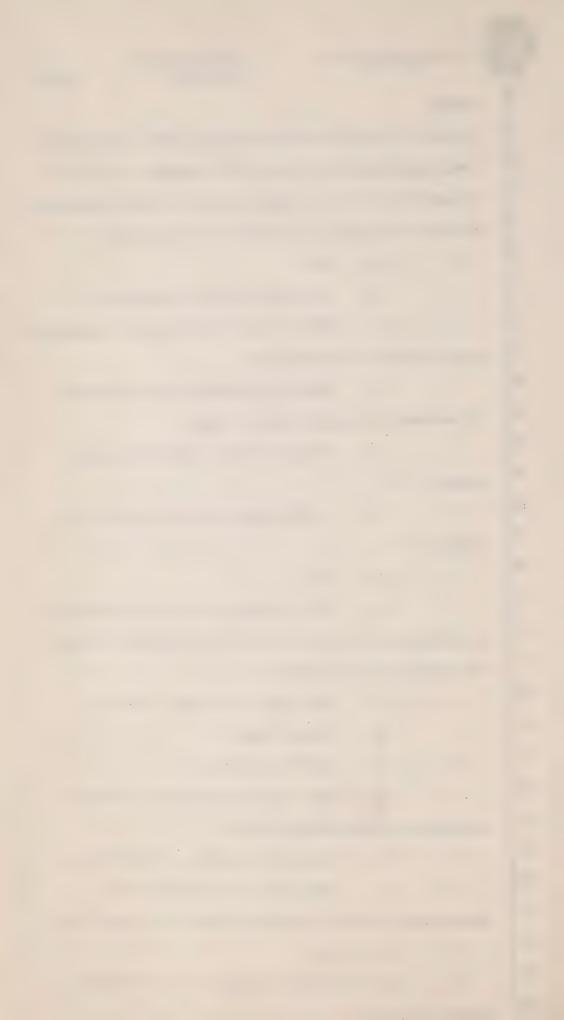
- A. Yes.
- Was that done by you yourself?
- Yes, and all the members of assemblies are indicated in the minutes.
- Q. During the general annual assembly do you send an agenda ahead of time?
- A . Always with the agenda five days ahead.
- Q. Is the agenda as per Article 25 of Rule 1?
  - Α. Yes.
- Q. Your Corporation has the services of an auditor, is that so? Does your Corporation have the services of an auditor?
  - Α. Yes, under the annual assembly.
  - Who are they? Q.
  - A. Lavoie and Prevost.
- Q. Have they been operating since the setting up of your Corporation?
  - The year following. 1959 I think.
- Your group are members of the Federation of Mid-St. Lawrence Pilots. Is that a fact?
  - Α. Yes.
- Are they members of the Merchant Service Guild?

30

24 25 26

27

28



2 3

4

5

6 7

9

10

8

11 12

13

14

bundle?

15

nglish 16

18 19

17

20 21

22

23 rench

24

26 27

25

28

29

30

Α. Yes.

ANGUS, STONEHOUSE & CO. LTD.

Q. We have here an indication of the document. Would you please tell me if the names on this document are the names of the members for the years 1960, 1961 and 1962?

A. Yes. They were appointed at the annual assembly.

---EXHIBIT NO. 800:

Document containing names of the members for the years 1960, 1961 and 1962.

THE CHAIRMAN: This will be filed in a

MR. LALONDE: Yes, of course.

My lord, I have a correction to draw to your attention. This is in paragraph 313 of the English version of the brief submitted by the Federation. It is said that the Corporation of the Montreal Harbour Pilots obtained its letters patent on January 2nd 1948. There is an error in typing there. It is 1958. The French text is correct.

# (THROUGH THE INTERPRETER.)

- Q. Are the financial statements submitted to the members at the annual meeting?
- A. Yes, every year they are scrutinized, analyzed and approved.
- To your knowledge are there any dissidents to these financial statements? stacements?





2

3

4

French

ANGUS, STONEHOUSE & CO. LTD.

Α. No. The money details are submitted to the administrative bureau or board itself.

- Q. As per rule No. 3 of the Corporation which provides for the taking of dues of pilotage and pooling of funds. Would you tell the Commission if your Corporation has always proceeded, since it began with the operation of a common funding pool?
  - A. Always.
  - Could you explain summarily to the Commission how the common funding pool works for the Corporation of Montreal Harbour Pilots?
- Α. Well under the general rule No. 3 it has to agree for the average of turns to share. We never have any problem with averages. Everyone accepts the averages and we share.

THE CHAIRMAN: I understand this sharing is based on an annual basis or how?

THE WITNESS: No. We have a drawing account every fortnight and at the end of the year then there is sharing. There is a fixed amount every fortnight.

THE CHAIRMAN: In advance?

THE WITNESS: Yes.

- Do you have a system of sickness indemnity or suspension?
  - A . We do have an insurance plan, yes.
  - Q. Through your insurance?
  - Α. Yes.
  - Q. Not under 3?

29 30

25

26

27



2 3

4 5

6 7

> 8 9

11

12

10

13

15

14

16

17

18 19

20

21

22

23 24

25 26

27

29

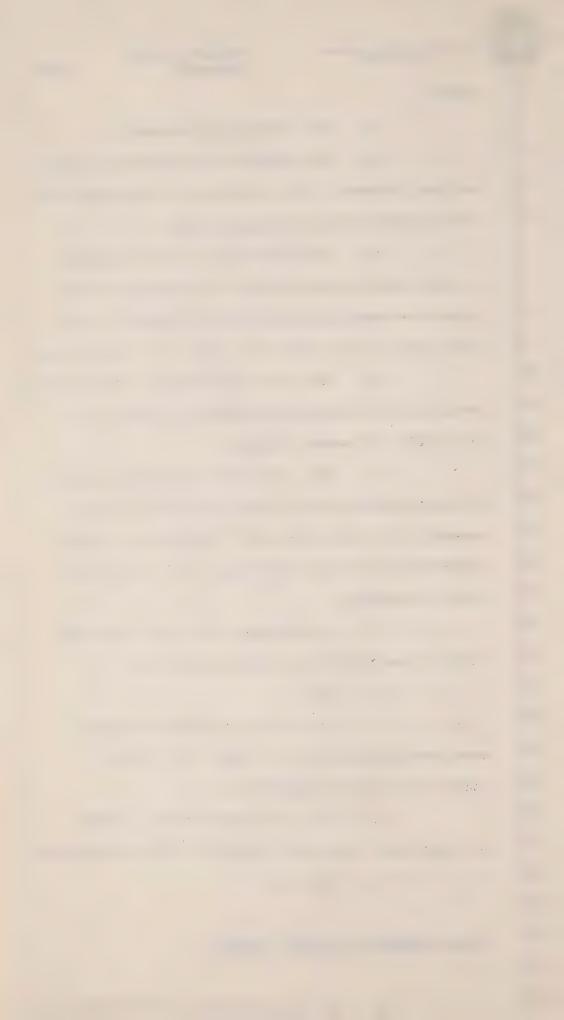
28

30

Α.	No,	through	the	insurance

- Q. The pilots in the Harbour of Montreal are they informed of the activities of the Corporation or the administration during the year?
- A. During the year we send regularly or very often circular letters. We keep the pilots abreast of developments and whatever happens in the small group all the pilots are aware of all activities.
- The list of the pilots in the section or the zone of Montreal for anything do they go to your office and consult things?
- Yes. The office is always open and Α. we ask all the pilots to come to the annual general assembly. All files are open. Everyone can examine everything and we even prefer that each pilot should verify everything.
- Q. I understand that these things are filed by the auditors of your Corporation?
  - Α. Yes.
- But to your knowledge has there ever been anything that you might call a kind of strike fund in your organization?
- A. No. We do have the pool. There has never been any claim on capital in this connection.
  - Q. Thank you.

## CROSS - EXAMINATION BY MR. BRISSET:

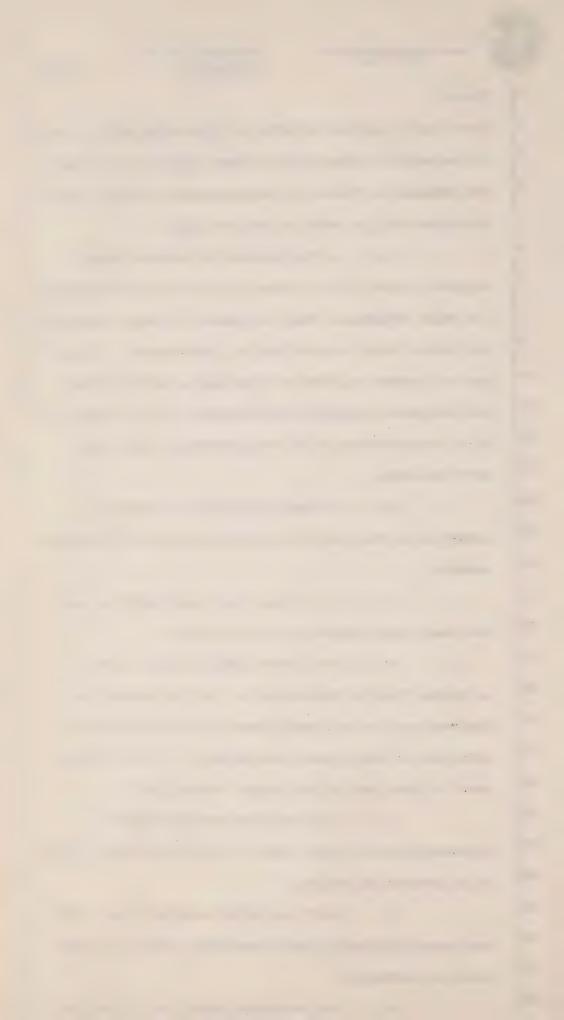




there was a question arising of information which could be requested by the pilots of your District, you used the expression, "what the administrative office likes". Would you tell me what you had in mind?

- A. In the Harbour of Montreal what happens is that you have the Corporation, the finances, the major decisions, they are aware of these things and are told of what happens and if, for example, a pilot has not spoken up, then we like him to be telephoned and the administrative office likes very much that each pilot should be aware of every movement and every cent expended.
- Q. You say that this is a special situation in the Montreal District because of its small number?
- A. I will have the opportunity to show the same thing next week for the others.
- Q. You say Mr. Saucier that there is no strike fund in this District, in the District of Montreal and you add when there is a strike this is taken out of the common funding pool. Could you say what is taken out of the common funding pool?
- A. Well you have perhaps another

  Corporation and if they come to the District then there
  is at present no strike.
- Q. Don't you think that the common fund can become in fact the most important strike fund that could be envisaged?
  - A. Well everyone knows that it is the



1 []	

French

ANGUS, STONEHOUSE & CO. LTD.

pilots who decide, you see, through their presence in the annual assembly.

- Q. Don't you think that a strike fund of course in another Corporation or body is a fund that belongs to all the employees who have participated?
- A. If it is an opinion you ask me, I can only give you the facts.
- Q. You were giving opinions all along and that is why I put the question. Don't you think a strike fund in another body, because your Corporation has also a fund, it is the property of all employees who have contributed?
- A. We don't pay a strike fund out of the extraordinary expenditures. The pilots ask about this and that.
- Q. You spoke of an illness insurance plan which is an application in your Corporation?
  - A. Yes.
  - Q. Would you tell me who paysthe premium?
  - A. Pilots.
- Q. Is this premium paid by each pilot individually according to his family status or is it paid from the common fund?
- A. This is a group insurance plan paid -- not paid, but financed by the common funding pool. At the end of the year these incomes are deducted, so to speak, to the pilots.
- Q. This premium is paid from the commong funding pool and at the end of the year the

individual premium of each pilot may vary according to
his family status and deduct it from the last amount, from
common fund?

- A. The amount is the same, It is just like at funds for each.
- Q. So you make a uniform deduction from each pilot at the end of the year?
  - A. Yes.
- Q. In other words, in fact there is no need to make a deduction because the premium is paid from the common funding pool?
  - A. If you wish, yes.
- Q. If it is paid from the common funding pool, this becomes an expenditure of the Corporation itself, doesn't it and not an expenditure for each individual pilot?
- A. Yes but always requested by the pilots.
- Q. This means 0- of course you are a bookkeeper after all; from the point of view of income tax this means that the pilot in fact does not have to pay income tax on the premium he pays indirectly by the Corporation.

of thought does this mean that pilots who, for instance, might be admitted, the new pilots who might be admitted into the Corporation in the month of September would pay the same premium?

THE WITNESS: No. The premium will still

And the second of the second o



French

be paid pro-rata.

Q. Then you have calculated pro-rata what each pilot must pay at the end of the year?

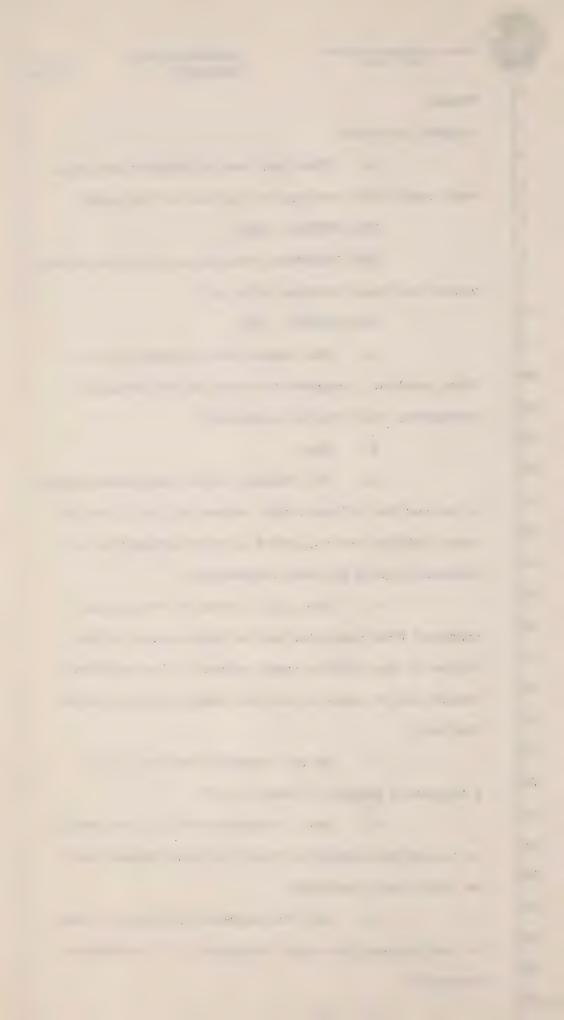
THE WITNESS: Yes.

THE CHAIRMAN: Bearing in mind the overall amount and then dividing this up?

THE WITNESS: Yes.

- Q. The amount that is paid out for this premium, I suppose is shown in the financial statements that will be produced?
  - A. Yes.
- Q. Mr. Saucier could you please explain to us how the pilotage dues earned by the pilots of your District are collected by your Corporation or eventually paid by your Corporation?
- A. The D.O.T. sends us the amount collected from companies and we have a copy in the office of the pilotis card, rather in two or three copies and we check it all and everything is put in the pool.
- Q. So you receive from the D.O.T.

  I suppose a cheque is that a fact?
- A. Yes. A cheque with all the details of a cash bank deposit, their own bank deposit and we check the same thing.
- Q. And this payment by cheque is sent to the Corporation every fortnight, if I understand properly?
  - A. Yes.



	ANGUS,	STONEHO TORONTO.	
1 Fre	neh		

Fre	nc	h
-----	----	---

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

- Q. So twice a month?
- A. Yes.
- Q. And this cheque is made to the order of whom?
- A. The Corporation of the Montreal Harbour Pilots.
  - Q. And it is deposited to ---?
- A. To the bank account of the Corporation of Montreal Harbour Pilots.
- Q. Am I to understand that the proxies signed by each and every pilot of your District has been deposited with the D.O.T.?
  - A. Yes.

THE CHAIR MAN: Any further questions?

Q. Mr. Saucier a last question. In By-Law No. 19 of the Corporation, sub-Paragraph D, it is provided the Secretary-Treasurer will exercise other duties which may be assigned to him by the Board of Directors as Treasurer.

21

22

23

24

25

26

27

28

29



ANGUS, STONEHOUSE & CO. LTD.

PB/RPS

2 3

1

4 5

6

7

8

9

10

11 12

13

14

15 16

17

18

19

20

21

22

23 24

25

26

28

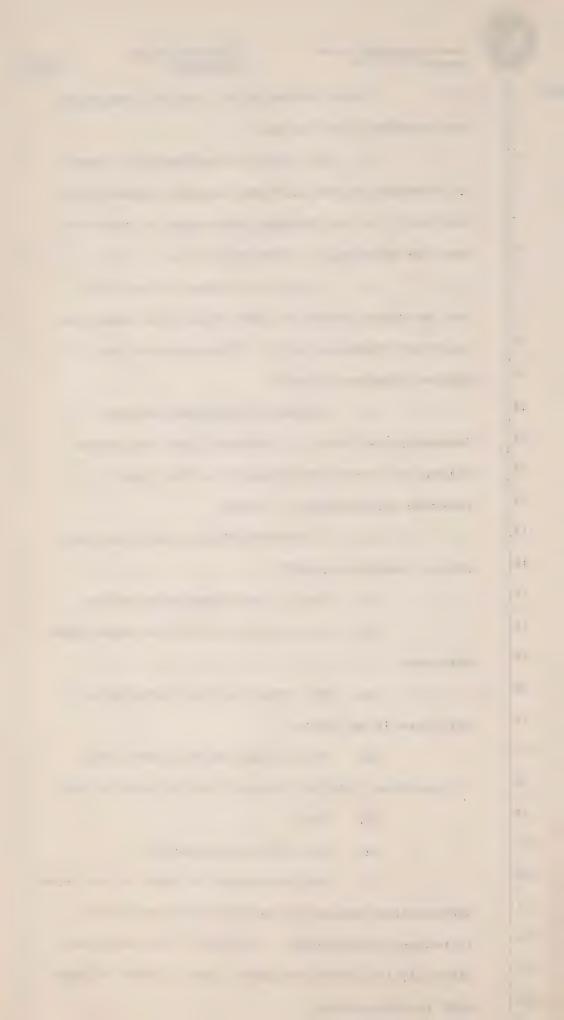
27

29

30

Other duties aside from the ones which you describe given to you?

- A. No, only to accompany the Board of Directors at the different meeting either with the D.O.T. or the Shipping Federation in order to keep the minutes, as a Treasurer, no.
- Q. Could you please tell me what are the other duties you have aside from being the Secretary-Treasurer of the Corporation of the Montreal Harbour Pilots?
- A. Secretary-Treasurer of the Corporation of the St. Lawrence River and Ottawa Pilots and Secretary-Treasurer of the Upper St. Lawrence Corporation of Pilots.
- I understand also that you also Q. are an insurance agent?
  - A . Yes, I am an insurance broker.
- Q. Do you have an office aside from this one?
- A. My office are the Corporation's, which are in my office.
- Q. This brings about a new series of questions. Do the Corporations pay rent to you?
  - A. No.
  - Q. Do they pay you wages?
- A Re-imbursement -- that is the three Corporations having the same and only one office it reduces the expenses. They don't pay rent and naturally the Secretary takes care of their affairs with re-imbursement.





3

1

4

5

6

7

8

9

10

11 12

13

1415

16

17

18

19

2021

22

23

24

2526

27

28

29

30

Q. And the lease of the office?

A. That is mine personally. It has nothing to do with the Corporation.

### CROSS-EXAMINATION BY MR. JACQUES:

ANGUS, STONEHOUSE & CO. LTD.

Q. Mr. Saucier, the pilots of the Montreal Harbour, can they take back some turns when they are delayed for some reason or another?

A. In the turns, I told you in the beginning there is no problem. In General By-Law No. 3 you have in the last paragraph Article 12 you have an explanation about that.

Q. It never happened since you have been on duty that a pilot lost some turns?

A. No.

Q. When are the financial statements submitted to the pilots?

A. At the general meeting which is always held in December or January.

Q. Does every pilot receive a copy of it?

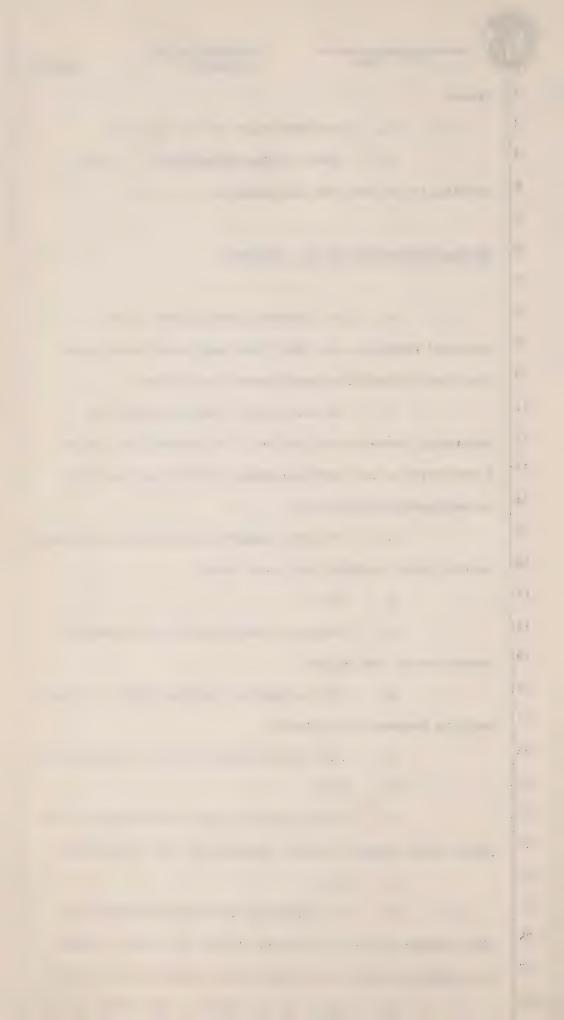
A. Yes.

Q. Aside from the group insurance do the plots enjoy other benefits granted by the Corporation?

A. No.

Q. Mr. Marchand beforehand spoke about the average value of a movage within the year. Could you please explain to me how this computation is made?

A. Well, we are back to the turns in the



2

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29

30

A M B b	ANGUS,	STONEHOUSE & CO. L TORONTO, ONTARIO	TD.
R H	ANGUS,		TO

French

District in the year and we divide it by the number of pflots.

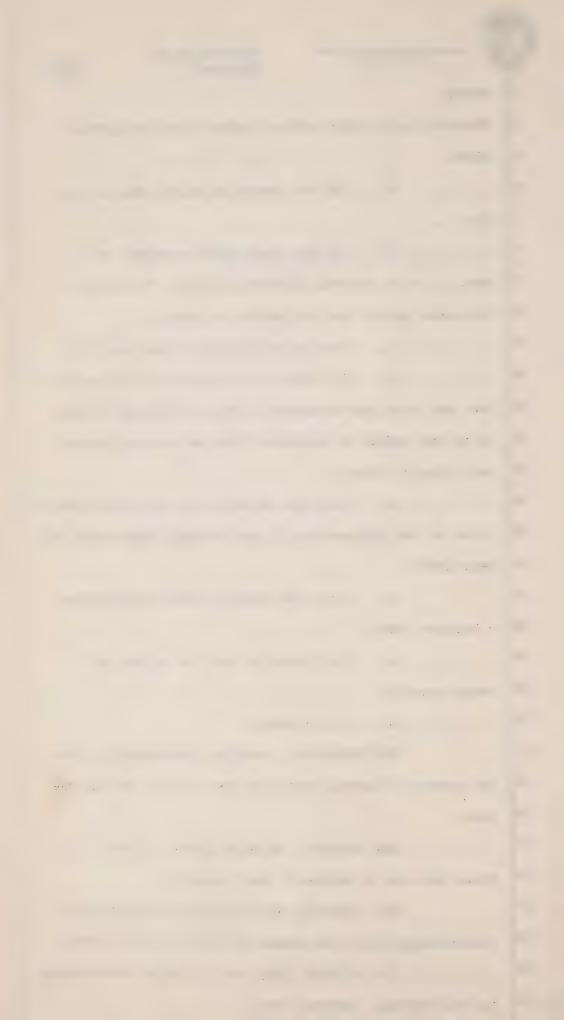
- Q. By the number of pilots and not by the .
- A. If you speak about monetary value then it is an entirely different thing. You divide the gross amount for the number of turns.
  - Q. How do you arrive at that amount?
- A. We add up all the cheques received in the year less administration costs and then we divide it by the number of turns and then we have an average net value of turns.
- Q. Have you established the administration costs of the Corporation of the Montreal Harbour for the year 1962?
- A. Yes, the auditor always establishes a balance sheet.
- Q. So I imagine that the pilots all share equally?
  - A. Yes, equally.

THE CHAIRMAN: Equally, independently from the number of months they have been on duty during the year.

THE WITNESS: Equally over the year. If there was ever a problem I don't recall.

MR. LALONDE: Do the pilots share equally independently from the number of turns accomplished?

THE WITNESS: They are all inthe same average in the Montreal Harbour, yes.



This is a question to be clarified

1

2

French

ANGUS, STONEHOUSE & CO. LTD.

Q.

TORONTO, ONTARIO

3 4

5

6 7

8

9 10

11

12 13

14

15

16 17

18

19

20 21

22

23

24 25

26

27

28

29

30

what happens? THE WITNESS: He is compensated by the insurance, but insofar as the administration costs are

concerned for the Corporation there is no trouble.

legally, suppose a pilot is absent for two months,

THE CHAIRMAN: If a pilot for one reason or another was absent, during the illness he should be paid it back by the Corporation because he will not receive any income from the Corporation.

THE WITNESS: In that case I think we have to have a legal adviser in order to find out exactly what would have to be done. It never happens.

MR.LALONDE: I would like to refer my colleague to Article 7 of By-Law No. 3 regarding the general distribution method of the common fund where it is provided with a maximum difference of three below they share.

MR. JACQUES: Q. Up to now, Mr. Saucier, the pilots have all shared equally in this common pool?

> Α. Yes.

At the end of the year they all Q. receive the same amount of money?

> A. Yes.

In the year 1961? Q.

A. Yes.

0. And in 1960?

A. The only difference when it was whenever there was a new arrival of a pilot.

French

.,	ı
4	ı
	ı
	ı

3 4

5

6

7

8

9

10

11

12 13

14

15

16

17

18

19

20

21

22

23 24

25

26

27

28

29

30

Q. Could you explain tha	t	
--------------------------	---	--

A. When it was in the year Mr. Scott arrived towards the end of the year -- we shared in his case. I think that the one to give the best position on that would be the auditor.

Q. Are the Montreal Harbour pilots paying into a pension fund?

- A. No.
- Q. No pension fund?
- A. No.
- Do you know if certain of pilots have Q. taken steps in order to establish an individual kind of pension fund?

Individually speaking I don't know, A . but as a group we have been studying that matter.

Could you prepare a detail of the turns which have been allocated to Directors in the course of the last three years -- I suppose that the amount of \$7.50 which is allocated to the Directors would show on the balance sheet?

> A . Yes.

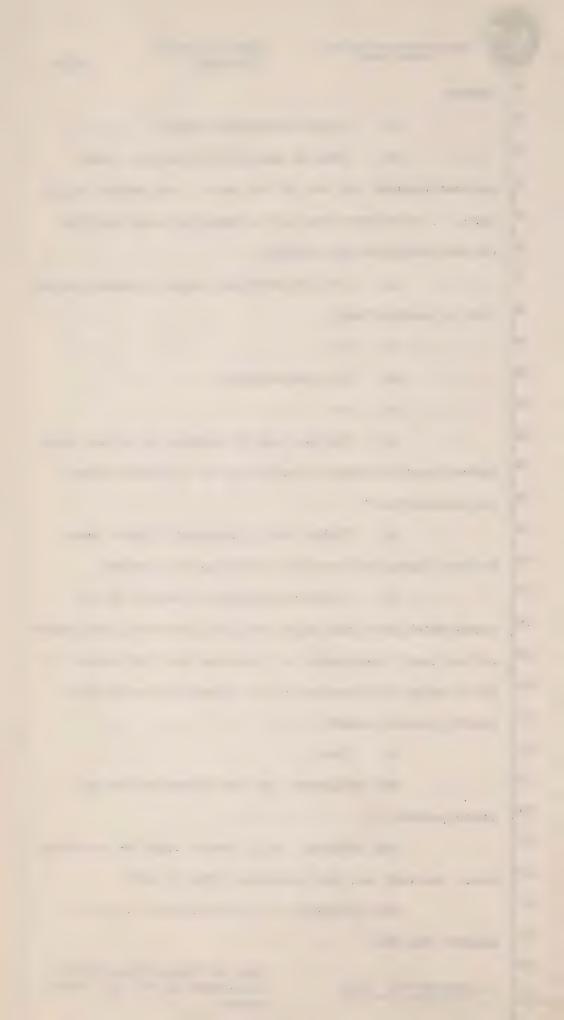
THE CHAIRMAN: To the Directors and any other person?

THE WITNESS: Well, there might be a special case, somebody who did a special type of work.

THE CHAIRMAN: So this document will be Exhibit No. 801.

---EXHIBIT NO. 801:

List of turns allocated to Directors in the last three years.





2

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29

30

French

#### BY MR. LALONDE:

ANGUS, STONEHOUSE & CO. LTD. TORONTO, ONTARIO

Q. If I am to understand from the witness this number of turns prepared is shown on the balance sheet?

Α. No, not on the balance sheet, but I am asked to prepare a document so far as the amount of money is comerned.

Q. Ever since the establishment of the Corporation with the exception of a case of a pilot, for example, who would have been appointed during the year all the pilots reached the average number of turns within the year?

> Α. Yes.

Q. That is the reason why you share on an equal basis?

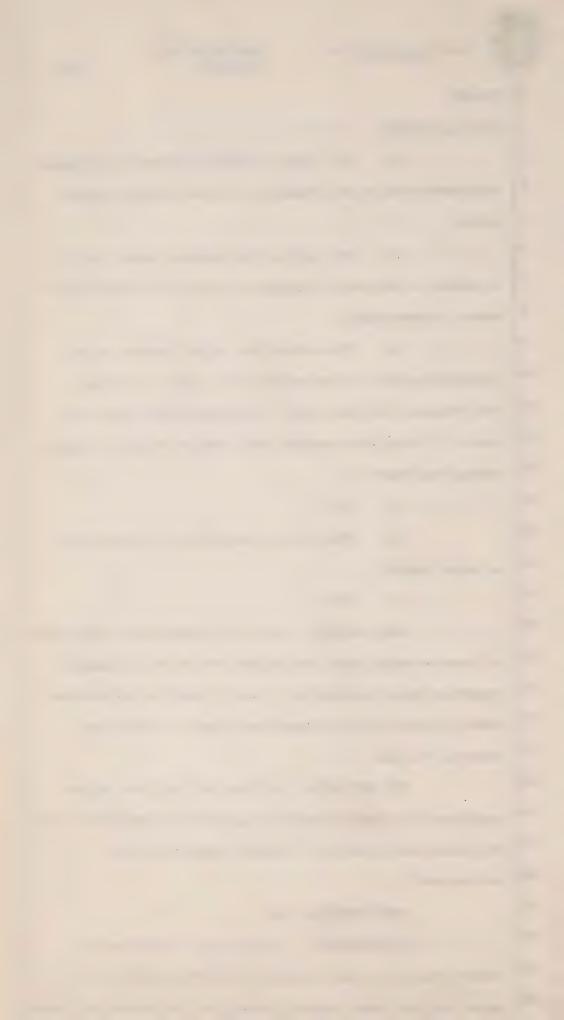
A. Yes.

MR. LALONDE: You will have certain documents to produce which have been asked for by my colleagues regarding this Corporation. Could I ask you to produce them on your next appearance which will be with the Montreal Pilots?

MR. BRISSET: Mr. Saucier, only one other question: The administration expenses are deducted before the final distribution of monies, distribution of net income?

THE WITNESS: Yes.

MR. BRISSET: So each pilot consequently shares equally in the expenses, whatever number of turns that may have been allocated in the course of a year?



THE WITNESS: You are asking me the same question so I am going to give you the same answer, the auditor will answer regarding this question. Naturally I don't want to speak about something I am not too sure about.

THE CHAIRMAN: Any further questions of Mr. Saucier? Thank you Mr. Saucier. We are going to have a short recess.

MR. LALONDE: Excuse me, my colleagues might want to look at the balance sheet. Perhaps we should have the balance sheet filed immediately by the auditor and we will have the recess to look at these documents and study these documents. I am going to file them myself.

THE CHAIRMAN: Agreed.

MR. LALONDE: I file this document as

Exhibit 802: Corporation of the Montreal Harbour Pilots'
financial statements to February 28th, 1961, to December

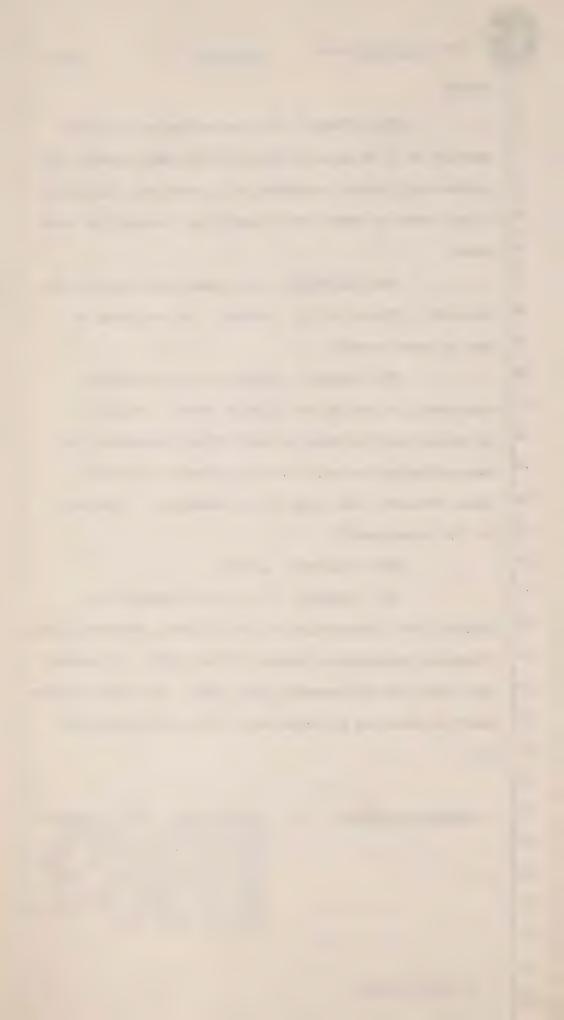
31st, 1961 and to December 31st, 1962. The first balance
sheet is starting at March 1st, 1960 to February 28th,

1961.

---EXHIBIT:NO. 802:

Corporation of the Montreal Harbour Pilots' financial statements to February 28th 1961, to December 31st, 1961 and to December 31st, 1962. The first balance sheet is starting at March 1st, 1960 to February 28th, 1961.

30 --- SHORT RECESS.



---FOLLOWING THE SHORT RECESS:

French

## JACQUES LAROSE, Sworn

4

5

1

2

3

THE SECRETARY: Your name?

6

THE WITNESS: Jacques Larose.

7

THE SECRETARY: Occupation?

8

THE WITNESS: Chartered Accountant.

9

10

## DIRECT EXAMINATION BY MR. LALONDE:

11

Q. Your age, please?

13

12

A. 32.

14

Q. You may sit down if you wish. By what firm are you employed?

1516

A. I am employed by Provost and Lavoie,

17

chartered accountants.

18 19

Q. Does your firm do the auditing of the books and the financial statements of the Corporatiom of the Montreal Harbour Pilots?

20

A. Yes.

22

Q. Would you explain to the Commission

2324

how you proceed to the checking of the financial statements of the Corporation ?

25

26

A. Well, in some years we do certain types of checking whereas other years we do a detailed accounting. This would be every two years.

2728

Q. How do you proceed to do this checking,

29

- this detailed auditing? That do you mean by detailed
- 30

auditing?



French

3

2

4 5

6

8

10

1112

13 14

15

16

17 18

19

20

21

23

2425

26

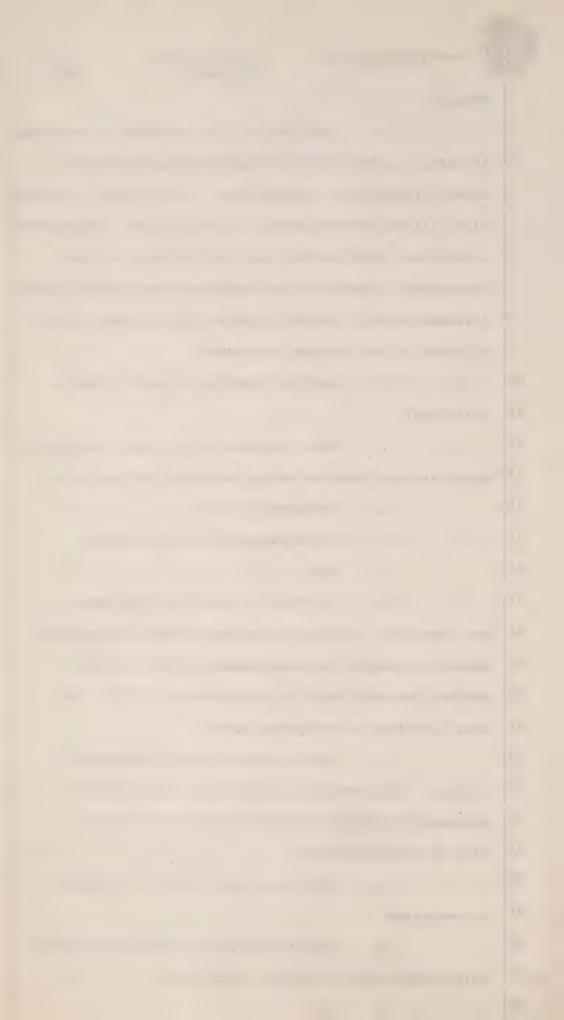
2728

D2 29

D2 29

A. Detailed auditing consists of auditing
in fact, all the items which are important whether of
assets, liabilities, expenditures or receipts auditin
first all the amounts spent, all the cheques, endorsements
on cheques, money to the bank, all the money of the
Department, received in the Department and audited against
invoices as well, the distribution going to each pilot
in terms of the Pilotoge Denograment

- Q. And your auditing by survey, how is this done?
- A. Well, we check at the bank, the amounts which are confirmed as having been received and so on.
  - Q. Confirmed by who?
  - A. By the Department of Transport.
  - Q. Yes?
- A. And then we check the items which are important, that is the monetary items, but we don't check for example the endorsements nor do we check whether the money went to such and such a pilot. We base ourselves on the amount spent.
- Q. That is what you call checking by survey. Have you had any difficulty in obtaining information from the Secretary-Treasurer or anyone else in the Corporation?
- A. No, we have had all the information we requested.
- Q. Have you found any dishonesty or anything wrong with the usage of the books?
  - A. No.





French

ANGUS, STONEHOUSE & CO. LTD.

Q. According to your experience in other places how would you qualify the holdings, the maintaining of the books of your firm with the Corporation of the Montreal Harbour Pilots?

A. It is clear that the holding of the books isn't done by an expert but for the transactions of this Corporation the books are very well done.

Q. We take the balance sheet, December, 1962, the year ending December, 1962 and I note that in liabilities a certain number of items entitled Balance of Previous Seasons to be Paid. Could you explain what is meant by these items?

A. Well, the sums from previous seasons due to be paid are amounts which were reserved for payments. The items you see here, for example, I take the expenditures of the Congress of the Build, the previous year to be given to the Congress of the Guild, and the \$43-odd dollars are the item we received from the Guild. This is the difference between the expenditures of the pilots and the rest, so this was divided up subsequently among each pilot.

Q. So this was paid to the Corporation by the Guild?

- A. Yes.
- Q. The other item is what?
- A. Well, this is \$15 -- this is the amount which the pilot wouldn't have already paid for the Corporation. If you see in the assets you will see this is in the previous year, the \$15 is in. The other amounts



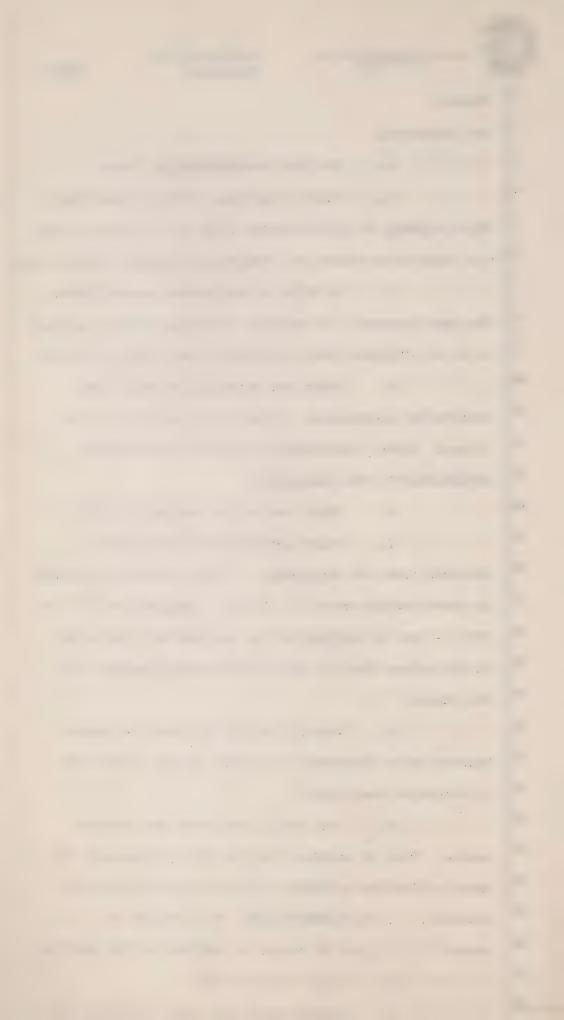
are indicated.

- Q. You have re-imburseable items?
- A. This is the same thing as previously.

  This is money we don't receive from the Department which was distributed under the item re-imburseable expenditures.
- Q. Is this re-imburseable expenditures for what purpose, for trips or what pilots were supposed to do in 1959 and 1960 or what are these types of sums?

A These are expenditures which the Department re-imbursed. I can't see here which year it was. These re-imburseable amount were expended, re-imbursed by the Department.

- Q. This item called pooling, \$1,950 . .
- A. These are persons who have not yet received from the Department -- these are also included in these amounts which is, in fact, supposed to be for 1963 -- this is pooling of the amounts which were put in the common fund or distributed equally amongst all the pilots.
- Q. This \$1,950.03, is this the amount that is to be deducted or included in the \$7,000-odd of accounts receivable?
- A. Part only, part from the previous season. This is pooling from the previous seasons, for these collective previous seasons we were supposed to receive . . . (THE INTERPRETER: He mentions an amount.) . . . part of which is included in the pooling.
  - Q. Well, this is what?
  - A. Another part not received during the



3

4

5

1 French

> season 1962 from the Department, distribution of the money received, to be distributed towards the 31st of December, 1962. It hasn't yet been distributed.

- Q. If I understand properly this is money that was received during 1962?
  - A. Yes.

ANGUS, STONEHOUSE & CO. LTD.

- Q. Which has not yet been distributed to the pilots?
  - A. Yes.
- Q. I see here amounts of net pooling, \$12,000-odd -- this is under pooling, seven zero three?
- Α. Nineteen fifty, from the period previous to 1962 whereas the other deals only with 1962, the pooling, that is.
- I see in the amounts of expenditures we have the receipts for amounts expended -- there is a general item payments made for the previous seasons and if we take the payments to the Secretary, to the Federation; to the Guild, legal costs and so on, and another general item, payment made for the season 1962, I see insurance, Guild, Federation, detention and pooling -- would you explain these two categories, these two general categories?
- A. Well, this was receipts and amounts expended, so in 1962 we paid things which belonged to the previous season, the season 1960, 1961. I have separated here the amounts that were to be paid for the previous season, and that has been actually for the period 1962.

6 7

8

9 10

11

12 13

14

15

16

17

18 19

20

21

22

23

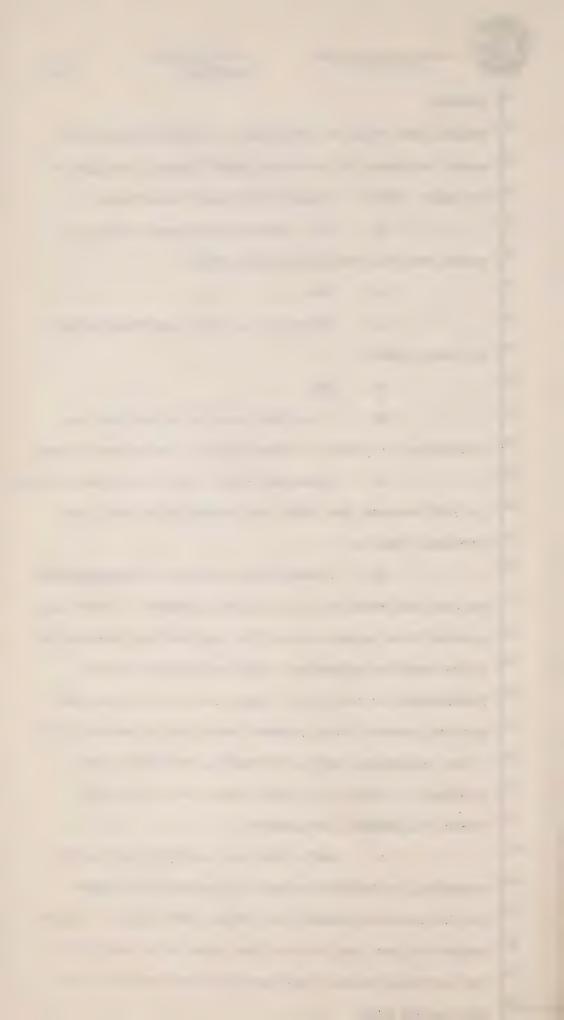
24

25 26

27

28

29



The state of the s	
AF R M	BE
1	Flor

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

F	ì	_		_	1_
- H			77	0	n

2

- Q. For example I see the item salary, income.
- A . This is for 1961, and it was paid in 1962.
  - 0. This is for the Federation?
  - Α. You have here the same thing.
- Q. If I understand properly these are amounts received from the year 1961 which weren't paid during that year?
  - A. Yes.
- Q. And then the next pooling we have all the revenues here, the amounts sent to the bank?
  - A. Yes.
- Q. This amount was payable at the end of 1962 and it was paid by the end of 1962?
  - A. Yes.

MR. LALONDE: Thank you.

## CROSS-EXAMINATION BY MR. BRISSET:

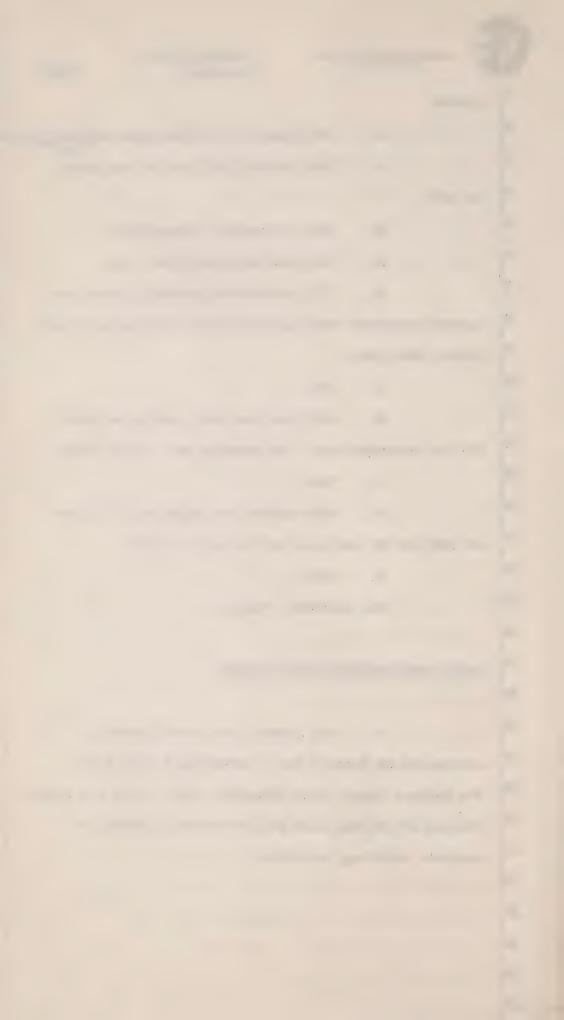
Q. Mr. Larose, you have financial statements as Exhibit 802. Referring to the first, the balance sheet, 31st December, 1962, would you please tell me if in this case you proceeded by survey or complete auditing, checking?

26

27

28

29



R/RPS

French

2 2 3 2 2 0

- A. I think it was detailed or checking.
- Q. Now let us come on to the balance sheet 31st December 1961. May I take it for granted that all that is involved here is survey because the two years had not gone by?
  - A. Yes.
- Q. Now for the financial statement
  31st December 1962 may I take it for granted that
  what is involved here is a total audit?
  - A. Yes.
- Q. Would you now like to refer to the financial statement of the 31st December 1962, to Exhibit B which is here and which states: receipts and expenditures for the year ended 31st December 1962.

  Would you please refer now to the item entitled "Payments made for Previous Seasons". The first item reads as follows: Secretary, \$133. Am I to understand that this means expenditures in the year 1962 but which deal with services rendered before 1962?
- A. Well this is an expenditure made in 1962 but for the services rendered in 1961.
  - Q. In 1961?
  - A. Yes.
- Q. Let us now go on to the next item, Federations and Guilds, \$2,0000 What is involved here again is an amount a expended in 1962?
  - A. For an expenditure.
  - Q. Made when?
  - A. In 1961. It was taken, in fact, from



French
--------

the income of the pilots in 1961.

ANGUS, STONEHOUSE & CO. LTD.

TORONTO, ONTARIO

Q. Let us now go on to the next item, \$600 legal costs. Here again it's an item expended in 1962 for services rendered ---

- A. In 1961.
  - Q. 1961?
  - A. Yes.
- Q. I come now to the following item:

  detention \$426. Is this an expenditure made in relation
  to detention costs of pilots before the end of
  the financial year 1962?
- A. It was in fact made in 1961 but paid in 1962.
- Q. This amount of detention is paid to the pilots concerned and not put in the common fund for general distribution?
- A. This is paid to the pilots who made the detention.
- Q. Let us now go on to the next item: free movages \$2,416. Would you please explain this item?
- A. These are trips made by the pilots, made by a pilot not belonging to the Corporation. Perhaps a pilot who was not within the Corporation and well this is still paid by the Corporation so these amounts are divided up among the pilots.
- Q. In other words, if it's a trip made, for instance, without a pilot. Whereas, the expenditures of pilotage are still payable inasmuch as there is an



obligation to pay pilotage fees even if the service of a pilot is not used?

A. Yes.

- Q. And this amount of \$2,416 is distributed among all the pilots working in the District in the year concerned?
  - A. Yes.
- Q. Now let us come to the last item under this item which reads as follows: Net pooling \$13,000-odd dollars. Would you please tell me what this item means?
- A. This item represents a common fund which has been expended and paid to the pilots in 1962 but it was payable at the end of the season of the year 1961.
- Q. In other words, this item which represented the pilotage dues earned in 1961 was distributed to pilots of the District in the year 1962?
  - A. Yes.
- Q. Further, in addition to the participation in the common fund in relation to pilotage dues in 1962?
  - A. I don't understand your question.
- Q. This amount of \$13,000-odd was paid.

  It was divided amount the pilots of the District and

  it was paid to them in 1962?
  - A. Yes.
- Q. In addition, of course, to what was paid to them from the common fund and in regard to pilotage dues earned in 1962?

3

2

4 5

67

8

9

10

11 12

13

1415

16

17

18

19

20

21

22

23

24

25

26

27

28

29



A. The pilotage dues are paid in 1962. They are included in the following item which is made for 1962, the \$13,000 included into the amount which is payable at the end of 1961 as pooling in the common fund.

- Q. In other words, to determine what was in fact the pay of the pilot in 1961, we will have to add to the figures which appear on the balance sheet of the year 1961, this amount of \$13,000-odd?
- A. Well now here we have an appendix which determines the salary of the pilot, including what the Department owes to us, coming by the total overall gross amount of money receivable from the Department and all that should be divided up among the pilot, including in Item C part of which was payable it was paid in the year and another part was paid in the following year.
- Q. Now I come to the following item:
  payments made for 1962 season and in the first item
  it is the insurance item \$1,442.88. Have you examined
  the insurance policy concerned?
- A. I studied the accounts of the insurance policy but not the items involved themselves.
- Q. The premium charged was it a fixed premium or wascit variable according to factors such as the income of the pilots in the District?
  - A. Can you please repeat your question?
- Q. The premium charged for the insurance, was it a premium which was fixed or did it vary according





2 to

ANGUS, STONEHOUSE & CO. LTD.

to certain factors such as, for example, the receipts of the Corporation during the year involved?

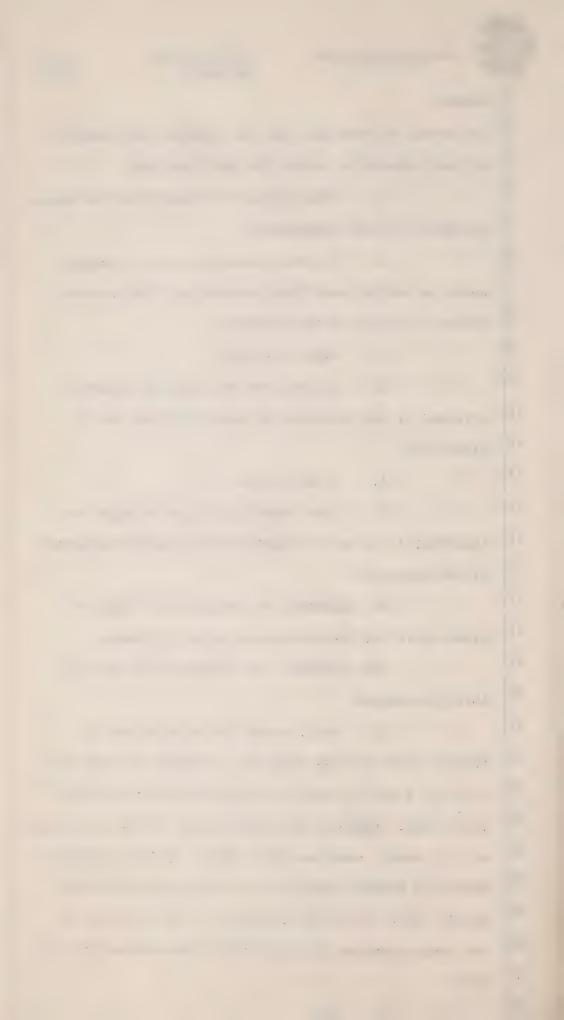
- A. This has no relationship to the amount brought in by the Corporation.
- Q. In other words it is not a premium which is definitively fixed according to the eventual amount of income of the District?
  - A. Well it would.
- Q. Do you know what are the benefits afforded by the insurance in regard to this sum of \$1.442.88?
  - A. I don't know.
- Q. Your lordship I think it might be important if we were to indicate the benefits afforded by the insurance.

MR. LALONDE: Mr. Saucier will take the stand again for the convenience of my colleague.

THE CHAIRMAN: Mr. Saucier will give you this information.

Exhibit C of the same financial statement for the year 1962 and I note it has over there a note which reads as follows, regarding the expenditures of the Corporation of that year: cost per pilot \$588. Am I to understand that this figure represents the participation of each pilot? That is, of the 16 pilots of the District in the administration expenses of the Corporation for the year?

A. Yes.





ANGUS, STONEHOUSE & CO. LTD.

Q. Now this figure of \$588 per pilot has been established by you without taking into account, if I understand properly, the expenses made during the year regarding services rendered during preceding years?

A. No. This \$588 includes only the expenses which exclude the year 1962.

Q. If you want to do so, I would like you to start to make a computation with me and please take your pencil and a piece of paper. You have under the heading "administration expenses" for the year 1962 a total of \$5,657.29. Now if you come on to the next heading regarding items of proceeding figures, I would like you to write down what is also expenses. First, Secretary \$133.80. Federation and Guild \$2,000.

Legal fees \$600. Now if we go to the next heading: payments made in 1962 for the 1962 season: insurance, \$7,442.88. Guild, \$1,200. Federation \$2,000, could you please now give me the total of the items that you have written on your sheet of paper?

A. \$19,033.19.

Q. Now in order to determine what has been the share of each pilot in these expenses, naturally we will have to divide that figure by 16. Is that a fact?

A. Yes, but in fact you take \$6,208.01 as a total of expenses for the year 1962 and this does not include, naturally neither the Federation nor the Guild which represents \$3,200.

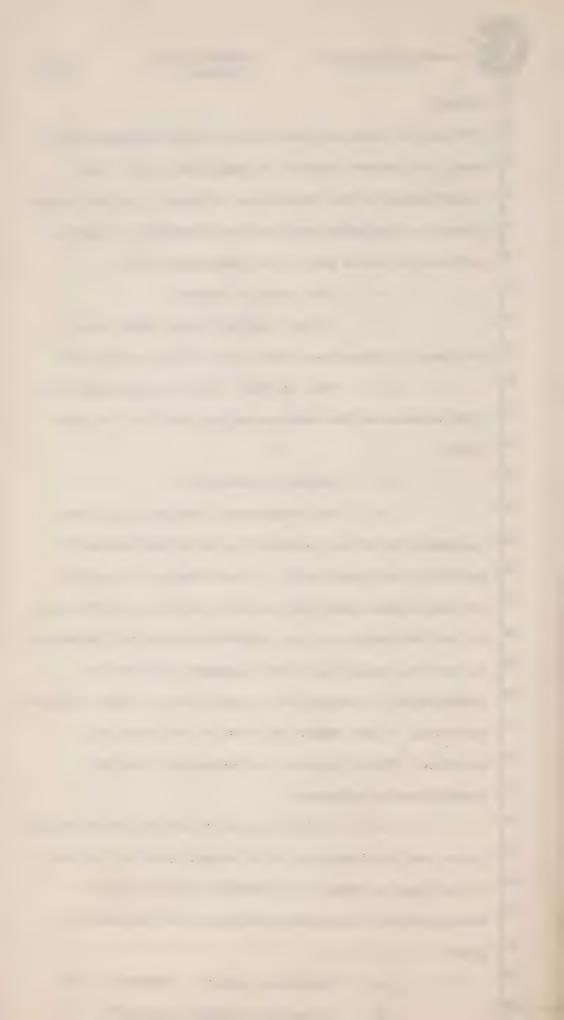
Q. In other words, when you established

2 3 4



\$588 as the share of each pilot in the administration cost, you do not include, in the first place, the contribution to the Federation or Build. In the second place the insurance cost and their expenses covering services rendered during the preceding years?

- A. Yes, that is correct.
- Q. If you include these three items, you reach a figure per pilot which would be \$1,400?
- A. Yes. In fact, the cost per pilot of \$588 represents the administration cost for the year 1962.
  - Q. Excluding however ---
- A. The Federation, the Guild and the insurance which are personal to the pilot because if the pilot had less turns, if the average of turns is 100 and a pilot gets \$80, he will pay the contribution to the Federation and his contribution to the insurance to the full amount less the expenses incurred for administration because he is going to pay these expenses according to the number of turns he has done and prorated. These expenses are separated from the administration expenses.
- Q. In that regard could you please explain to us how the distribution is accomplished at the end of the year in order to determine the net share of each pilot of the pilotage earnings for the current year?
  - A. Concerning pflots or monetary-wise?
  - Q. As regards eventual results?



3

2

4 5

6

7 8

9 10

11

12

13 14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29

30

A. Here we calculate all the monies we have received from the D.O.T. and we add to that the accounts receivable from the D.O.T. which are not paid as yet. From that item we deduct all the detentions or earnings which can be directed, excluded to one given pilot and from that we have the gross earnings of the pool. This is the money that has to be distributed to the pilots; that is according to the number of turns accomplished by a pilot. Out of that amount we deduct all the expenses incurred as an administration cost and it is from that amount that we deduct in fact, and here I must say that in my report the Federation and the Guild have been included in those expensessfor the year because everybody was on the average. All the expenses being deducted were divided; the amount of the net revenue, according to the number of turns accomplished by the pilot for that year and as each and every one had done his turn equally, it was divided equally by the number of pilots but in general we divide by the number of turns accomplished by the pilot.

- There is a point further which is 0. not very clear to my mind. If, after having deducted from gross revenue the total amount of the expenses, how then do you proceed to allocate to the pilot who will not have accomplished the required number of turns a kind of return on administration costs which would correspond to the turns he has not accomplished?
- In fact by division of the net amount A. this is done automatically because we calculate =- that



ANGUS, STONEHOUSE & CO. LTD.

is to say the amount of expenses is for global or total number of turns but, for example, if one accomplished 80 turns out of a hundred, he automatically will pay 80 per cent of the administration costs. This is automatic. It cannot be otherwise. He has no money to receive.

- Q. In other words, in order to give you a precise example let us imagine that the net income allows for distribution of \$10,000 to each pilot who has accomplished his complete turns and that amongst the 16 pilots there is one of them who accomplished only half the turns. He will receive only \$5,000?
  - Α. Yes.
- And due to the fact that he receives 0. only \$5,000, you told us that he contributes only to the ratio of 50 per cent of the expenses of the Corporation?

## A. Yes.

THE CHAIRMAN: Is that calculated effectively thus or not by having the net income and dividing by the number of turns in order to get the net value of a turn and by multiplying for each pilot the number of turns that they accomplished and this indicates the income of the pilots?

THE WITNESS: Yes. When the share is equal, when the pilots have accomplished the required number of turns, this is how we proceed.

Q. Further regarding the contribution to the Federation and the Guild, the pilots who will have

3 4 5

2

7

8

9

6

10

11

12

13 14

15

16

17

18

19

20

21

22

23 24

25

26

27

28

29



4 5

MR.LALONDE: Your lordship I am forced to retract my evidence. It seems there were no legal fees

French

ANGUS, STONEHOUSE & CO. LTD.

accomplished only 50 per cent of the turns will have to pay complete contribution.

- A. If he is not exempted by the Federation.
- Q. Now Mr. Larose preceding witnesses, or one of the other witnesses have told us that in the case of extraordinary expenses, or special expenses regarding stoppages of work, more specifically with the stoppage of work of April 1962, these special expenses are deducted or paid with the common pool. Are you in a position, looking at the financial statement of 1962 which has been prepared after a complete audit what item, would have to do with these special expenses brought about by the stoppage of work of 1962?
- A. Well I could tell you according to my files but the item is not set aside because the amount is so small that it would not be worth it to establish a special section but according to my files I can tell you under what heading it is included.
- Q. Could you please tell me under what heading this item is included or entered?
- A. Naturally the legal fees for that stoppage of work, naturally the funds have been included in the entry "legal fees".
- Q. This would not be included in the Christmas gift, that item would it? This could be included in sundry expenses?





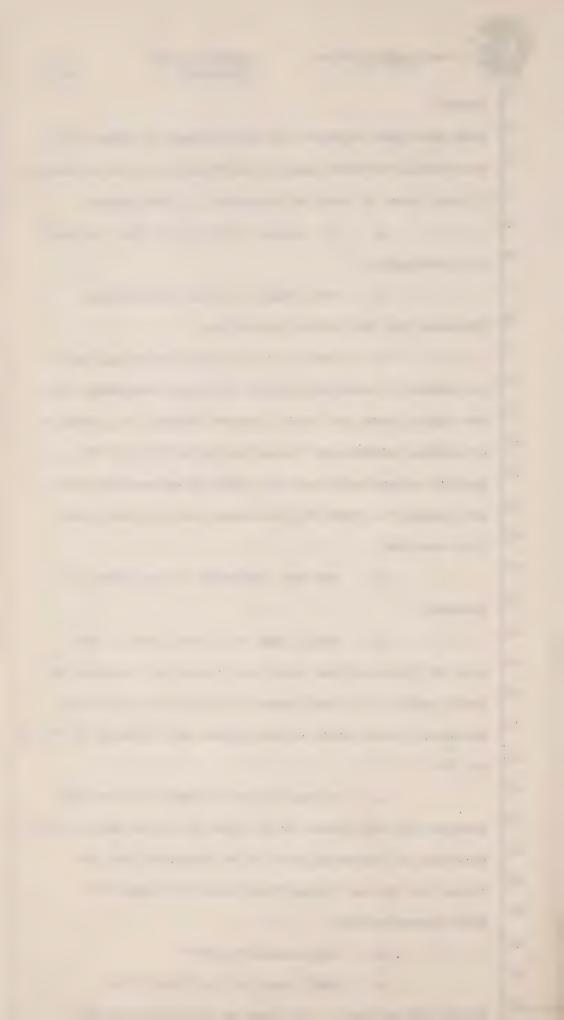
French

ANGUS, STONEHOUSE & CO. LTD.

that have been charged for that because it seems that everything has been paid by the Federation but naturally I would have to check my accounts on that matter.

- Q. Mr. Larose I would not like to delay the Commission.
- A. Well this was under the heading Expenses for the Winter Convention.
- Q. Now I would like to refer you again to Exhibit C attached to your financial statement for the fiscal year 1962 and I notice therein the presence of another comment: net income per pilot \$11,588.89.

  Am I to understand from that that by determining this net income the item for insurance has not been taken into account?
- A. No, the insurance is not taken into account.
- Q. Would that mean then that if the cost of insurance per pilot was taken into account as being part of his net income, you would have to add an amount which would be determined by dividing \$7,442.88 by 16?
- A. We would have to deduct it by that because his net income is \$11,588 but there were \$7,442.88 expenses so this would have to be deducted from his income so the net income then would be lesser by \$600 approximately.
  - Q. Approximately \$475?
  - A. Well not too far from \$500.
- \$7,442.88 divided by 16 gives us approximately \$475.



3

2

5

8

7

10

13

14

12

15 16

17

1819

20

21

22

24

2526

28

27

29

30

THE CHAIRMAN: You said beforehand that in order to calculate the annual income you take into account the accounts sent but not paid. By that would you mean that the amounts were already collected by the D.O.T. but had not been paid to you yet?

THE WITNESS: In the computation for the revenue of the pilots all accounts which are still receivable from the D.O.T. are included as receivable accounts.

THE CHAIRMAN: Naturally you cannot distribute money if you do not have money on hand?

THE WITNESS: No, so we wait to receive

that money before we proceed to the distribution.

THE CHAIRMAN: So what would happen if there is, say, a bad debt?

THE WITNESS: Well the assets and liabilities would cancel automatically because we have an accounts receivable for the same .amount.

THE CHAIRMAN: Did you have any bad debts up to now?

THE WITNESS: Yes.

THE CHAIRMAN: And this is the procedure that was followed?

THE WITNESS: Yes.

Q. Adding to that matter Mr. Larose, the accounts receivable at the end of 1962 were \$6,756.50 and this is included in the net income per pilot of \$11,588?

A. Yes.





2

French

ANGUS, STONEHOUSE & CO. LTD.

TORONTO, ONTARIO

3 4 5

6 7

9

10

8

11 12

13 14

15 16

17

18

19

20

21

22 23

24

25 26

27

28

29

30

Α.

THE CHAIRMAN: I suppose naturally you are going to take into account the fact that these accounts receivable belong only to one group of pilots and do not belong to the new group or do you take care of that later on?

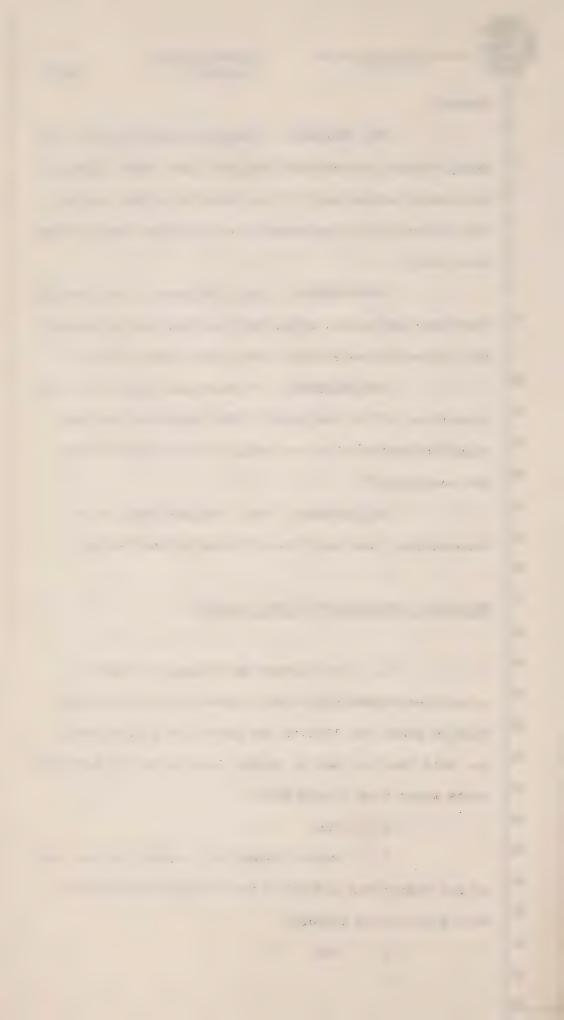
THE WITNESS: Yes. We have a list stating that such and such a pilot has received such an amount. and the amount receivables are paid to the pilots.

THE CHAIRMAN: If there was a bad debt, that is written off at one point. The pilots who had the right to receive them are going to lose them and not the new pilots?

THE WITNESS: Yes. The new ones in the Corporation, they won't be affected by that at all.

# RE-DIRECT EXAMINATION BY MR. LALONDE:

- 0. Mr. Larose my colleague asked you a question regarding the net income appearing in your balance sheet for 1962 to the amount of \$11,588 and you said that you had to deduct insofar as the insurance costs which were around \$500?
  - A. Yes.
- Q. Do you think that a contribution cost to the Federation and Guild are already deducted from this \$11,000-odd dollars?
  - Yes.





2

3

# ANGUS, STONEHOUSE & CO. LTD.

# RE-CROSS EXAMINATION BY MR. BRISSET:

French

4 5

6

8

9

7

10

11

12

13

14

15 16

17

18

19

20 21

22 23

24

25

26 27

28

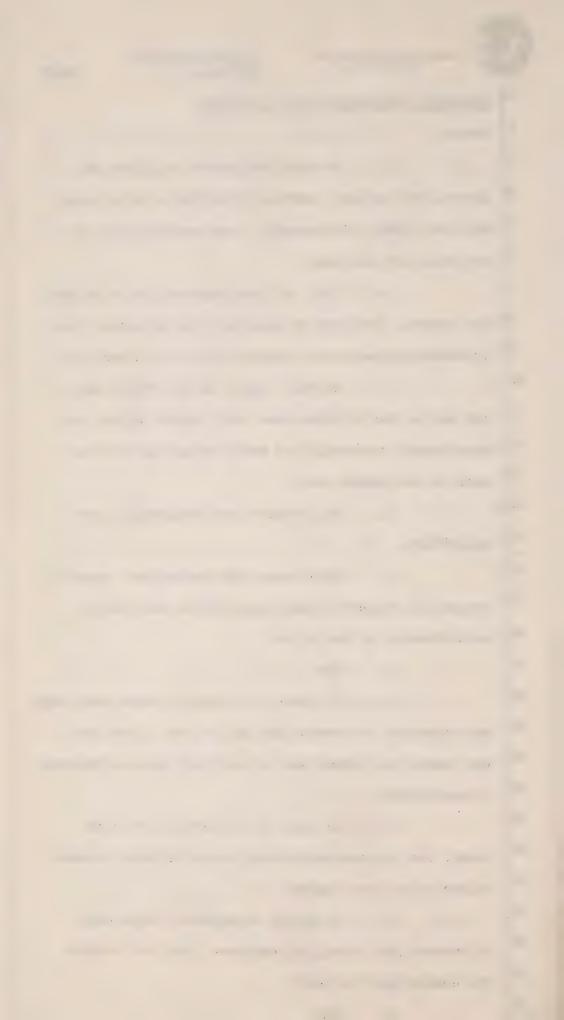
29

30

Q. In this net income of pilots Mr. Larose, the monies payable directly to the pilots,

are they taken into account, these amounts which do not fall into any pool?

- A. Yes. At the beginning you have the net income. You have to calculate the division, that is where the amount was payable directly to the pilot.
- Q. So this figure of \$11,588.89 does not inclue the pilotage dues that certain pilots can have earned personally and which do not or are not paid to the common pool?
- No. This is not included in the A. \$11,588.89.
- This covers the detentions, cancellations and whatever other type of dues that may be paid directly to the pilot?
  - A. Yes.
- In cases in preceding years when there were expenses for travelling paid to the pilot, was that under the common pool or was that payable directly to each pilot?
- In fact, if my memory serves me right, the expense reimburseable were divided between pilots on an equal basis.
- Q. So in the cases where there were allowances for travelling expenses, this fell within the common pool in fact?
  - Α. Yes.





# CROSS-EXAMINATION BY MR. JACQUES:

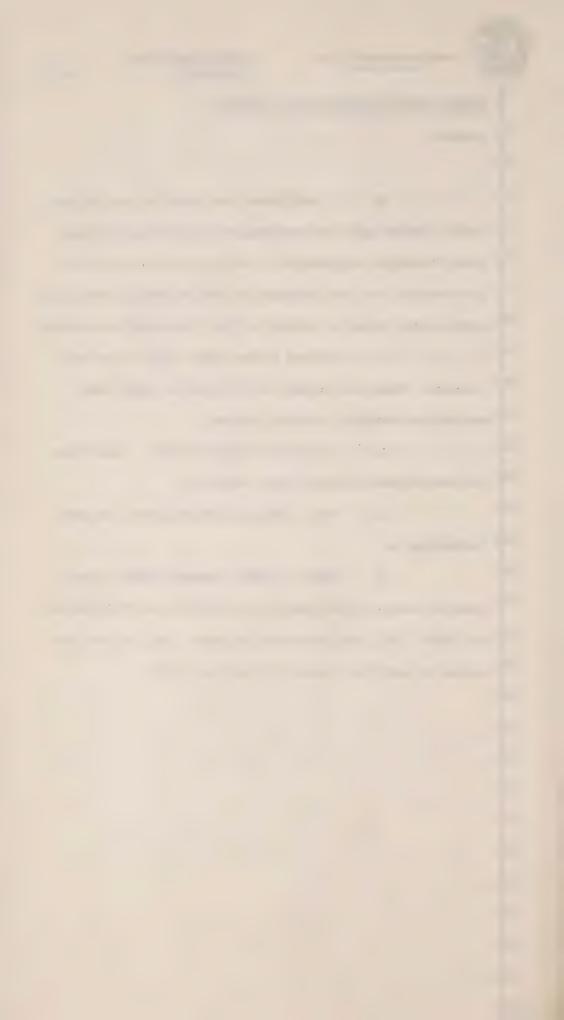
ANGUS, STONEHOUSE & CO. LTD.

French

7 8

Q. I only have one question to ask you until I have had the opportunity of looking through your financial statements. What type of voucher do you require for the expenses of the directors when you establish a detailed audit of the financial statements?

- A. During a few years there were no vouchers that were asked for but now we have this system, standardized voucher system.
- Q. I show you Exhibit 799. Would that be the voucher to which you referred?
- A. Yes. This is the voucher we were referring to.
- Q. But on these expense details you show an account for example for hotel X at Y location at \$500? Will you be satisfied with that or are you going to ask for a receipt for the hotel?



B/RPS

2 3

1

rench

4 5

6

7

8 9

10

11 12

13

14

15

16

17

18

19

20

21

22

23 24

25

26

27

28

29

30

		· .	Α.	•. W	ell,	the :	recei	Lpt	of t	he :	hote]	1	S
to	be	anr	nexed	with	the f	orm,	but	some	etim	es :	it ha	pp	ens
ha	at 1	the	b <b>1</b> 11	isn't	ther	e, bu	at mo	st o	of t	he ·	time	the	ey
ıar	nt 1	he	bill	of the	e hot	el.	Natu	ral	ly o	n a	smal	.1 :	item,
3	or	\$4	we do	n't de	mand	the	b111						

- Q. Do you control the nature of the expenditures?
- What do you mean exactly by that questiom?
- Well, let us say you have an item Q. restaurant, \$100, are you going to check the nature of the expense?
- Α. Well, this is an important amount and for any important amount we will check the nature of the expense.
- In every case is there a resolution of the Board of Directors approving the expense incurred?
- Yes, but with the existence of wouchers such as this one, the minutes give all the expenses that have been paid to the Directors and each have been approved at the meeting of the Directors.

MR. JACQUES: Thank you.

THE CHAIRMAN: Any further questions to be asked of Mr. Larose?

MR. BRISSET: Your lordship, there are a few questions coming to my mind, but not to protract this too much, if I had an opportunity upon adjournment to discuss them directly with Mr. Larose perhaps it would avoid asking many futile questions.

THE CHAIRMAN: We stand adjourned until 2:30 and at 2:30 you may go on asking your questions.

---LUNCHEON ADJOURNMENT.

\* \* \* \* \*





2

PB/RPS 1

3

4

5 6

7

8 9

10

11 12

13

14 15

16

17

18

19

20

21

22 23

24

25

26

27

28

29

30

Yes. A.

--- UPON RESUMING AT 2:30 P.M.

ANGUS, STONEHOUSE & CO. LTD.

### CONTINUATION OF CROSS-EXAMINATION BY MR. BRISSET:

- Q. Mr. Larose, referring to the financial statement for the fiscal year ending December 31st, 1961, schedule C, I notice that the accounts receivable recording unpaid pilotage dues totalled at that time \$13,627?
  - Α. Yes.
- Q. . Referring to the financial statement for the fiscal year 1962 in Exhibit B I notice that there is received in the course of the year the amount of \$13,546 regarding accounts receivable leaving an uncollected amount of \$81. That is correct?
- This amount of \$81 wasn't collected at the end of December, 1962 and it is included in Exhibit A, previous season, \$648 so that that amount of \$81 was included therein.
- Q. According to your own experience resulting from the revision of the books of the Corporation is it a fact that the unpaid pilotage dues, uncollected pilotage dues include amounts that would be qualified as not negligible?
- Yes, insofar as the Harbour is concerned these amounts aren't too high as compared to the entries that have been made.
- Q. In other words it seems to be only a few dollars every year?





2

French

ANGUS, STONEHOUSE & CO. LTD.

3 4 5

6 7 8

10

11

9

12 13

14

15 16

17

18 19

20

21 22

23

24 25

26

27 28

29

30

The balance sheet for the year 1962, Q. . I notice uncollected dues for that year totalled \$676.56. Exhibit A. Is dit a fact to say it is quite normal that for example, accounts, the bills sent in December are only paid in January and this would explain the reasons for these amounts indicated as being the amounts of dues uncollected?

- Α. Yes.
- Another question that has been clarified Mr. Larose, with you during the adjournment, I understood from you, and let me lead you a bit, that before the year 1961 the custom of the Corporation of the Montreal Harbour Pilots, before 1962 was their custom not to include in the common pool the dues paid by the vessels who didn't hire a pilot but just the same paid for pilotage dues.
- You are talking about free moves. This is under a By-Law that has been adopted by the Directors to the effect that they wanted to pay for the free movages with a fund that had been set aside for that fact, but this coccurred only from the year 1961.
- 0. I would like to refer you to Schedule C for the fiscal year ending December 31st, 1961 and under that entry there is an amount of \$8,188 for free moves. I think this amount has been distributed to all the pilots of the District but outside from the common pool?
  - Α. Yes.
  - Q. The same thing applies in 1962 and I



refer you to Exhibit A which has been distributed -- I am sorry, Exhibit B, pilots of the District were distributed the amount of \$2,496 representing pilotage dues regarding ships who didn't hire pilots before December, 1962.

- A. Yes, but this \$2,496 is, in fact, included in the \$8,000 you have in 1961. The \$2,490 represents the amount that we didn't collect from the D.O.T. at December 31st, 1961 and which was received in 1962 and this was included in the amount of \$8,000.
- Q. In fact by computing the amounts collected by the pilots in 1962 resulting from their work in the preceding year we would have to add to this amount \$11,588.89, the amount equivalent to the \$2,496 and divide that by 16?
  - A. Collected but not earned, that is?
- Q. Yes, collected but earned in the previous year. Now, according to the analysis of the books of the Corporation would you be in a position to confirm that the pilotage dues collected by the Corporation regarding vessels not having pilots were dues collected from lakers and not from ocean-going vessels?
- A. No, I am not in a position to enlighten you on that point.
- Q. Perhaps this information could be given by the Corporation itself because I understand, in fact, these are only lakers and not ocean-going vessels, the free movages, those are only lakers.



ANGUS, STONEHOUSE & CO. LTD.

2

1

3

4 5

6 7

nglish 8

9

11 12

10

13

14 15

16

17 18

19

20

21 22

23

24 25

26

27

28 29

30

MR. LALONDE: Both, it seems.

MR. BRISSET: Are you in a position to give us a ratio?

MR. LALONDE: I would have to ask the Secretary of the Corporation of the Pilotage Authority who have the pilots' source forms in each case.

MR. JACQUES: For 1962 I have the figures before me. There are 291 card counts for movages without pilots for a total of \$7,476.50. I didn't inquire from the Department whether they separate the cards for lakers or deep-sea ships. I don't know.

THE CHAIRMAN: I doubt very much if such a distinction were made. If you think such an interpretation is useful we may request that. It could be put at the disposal of the Commission if you want.

MR. BRISSET: I think the information would be useful and should be in the record.

THE CHAIRMAN: It would be useful. We will have this.

MR. JACQUES: I am advised by the legal adviser to the Department it could fairly easily be done by rerunning all the cards, so shall we do that?

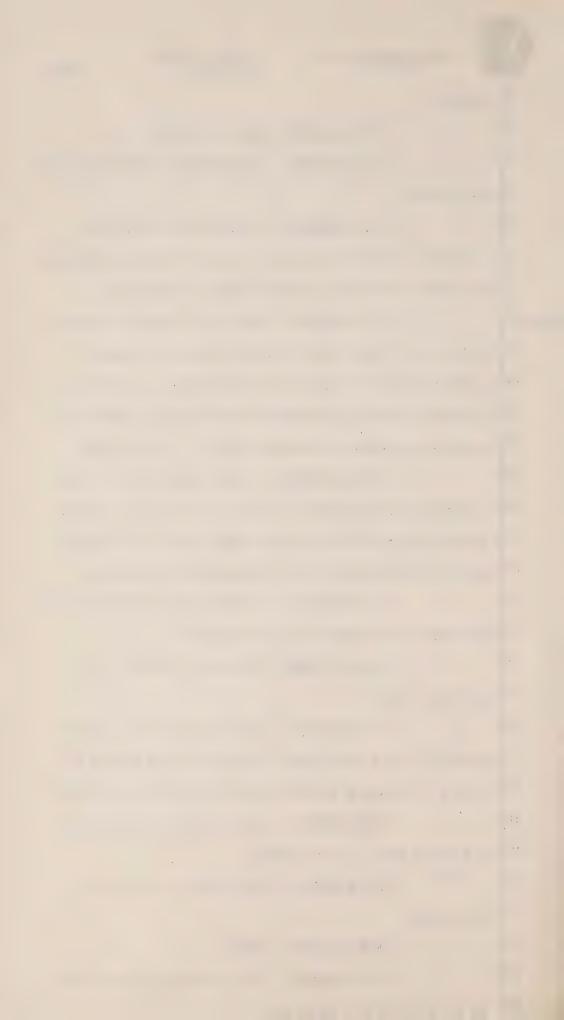
THE CHAIRMAN: Only for this Corporation and since 1958 -- five years?

MR. BRISSET: Yes, perhaps 1959, since the Seaway.

THE CHAIRMAN: 1959.

MR. JACQUES: 1959, 1960, 1961 and 1962.

We will go as far as we can.



English

ANGUS, STONEHOUSE & CO. LTD.

2

1

4

5

7

now?

9

11

13 14

12

15

1617

18

19

20

21

23

2526

27

28

29

30

24 1

three or four hundred feet. You might have this include THE CHAIRMAN: I would suggest at recess time that the counsel get together in order to find out exactly what kind of information we are going to have.

THE CHAIRMAN: Yes, and include 1963.

MR. JACQUES: Yes, my lord.

THE CHAIRMAN: By that time you will have all the information.

MR. JACQUES: Could you give it a number

THE SECRETARY: 803.

MR. JACQUES: Exhibit 803. Could you describe the exhibit?

MR. BRISSET: A statement showing the pilotage dues paid during the years 1959, 1960, 1961, 1962 and 1963 by vessels not utilizing the service of pilots and segregating ocean vessels from lake ships.

MR. LALONDE: They should be careful in this to not include movages which might have been done by River pilots which as I understand it are paid to the Harbour pilots. This should be only movages.

MR. BRISSET: Without pilots.

MR. LALONDE: Whether River or Harbour pilots.

If we are going to do this I would like to have the

details where they moved from. I don't care for the

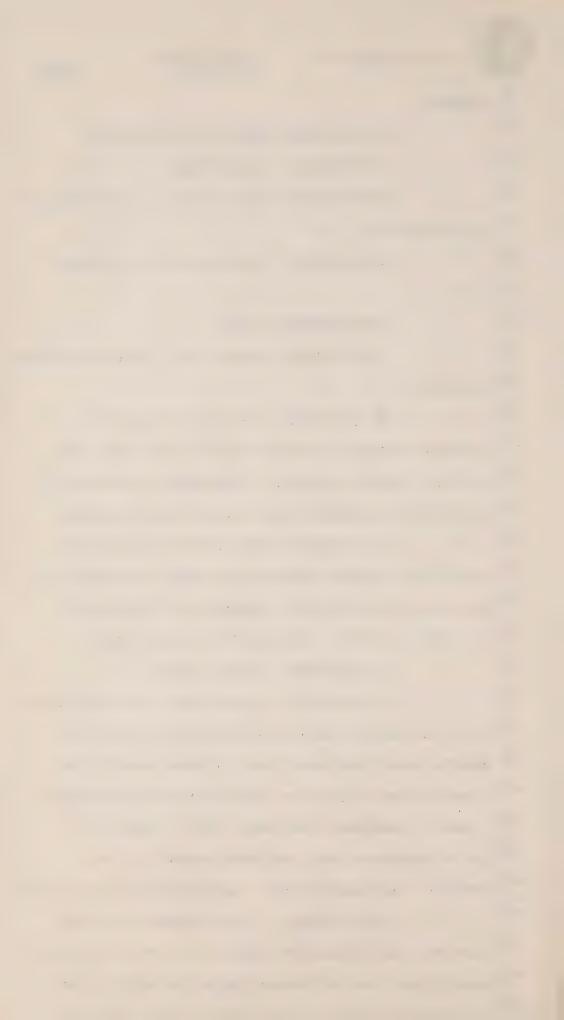
other information, if the cards have that information.

I want to know where they moved from. I know in a

lot of instances they just moved across the basin,

three or four hundred feet. You might have this included.

If you don't agree -- a list could be made, the name of





2

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

English

ANGUS, STONEHOUSE & CO. LTD. TORONTO, ONTARIO

the ship, date, detail of the movage, work done, and if you want to have an analysis this will necessarily mean .

MR. JACQUES: By Wednesday I should be supplied with detailed statements of all available data on the I.B.M. cards in Ottawa, so perhaps we might hold this in abeyance until Wednesday when we will know exactly what we can get from a rerun of the cards.

MR. LALONDE: I am afraid the I.B.M. cards will not tell you to and from where they moved. If the other information is going in I would like that filed too.

THE CHAIRMAN: We will wait to see what information we have on the I.B.M. cards and we will decide on Wednesday what is going to be exactly Exhibit 803.

MR. LALONDE: Do I understand there are no further questions of this witness? I have one question.

Statement showing the pilotage dues paid during the years 1960,

RE-DIRECT EXAMINATION BY MR. LALONDE: utilizing the service of pilots ocean vessels from

(THROUGHTHE INTERPRETER.) lake ships.

When you calculate free moves does that include only all vessels without pilots or does it include the earnings or income which would come from cases where al River pilot, you know what I mean, that is a pilot from Three Rivers to Montreal would have made a movage in the Harbour and as you know this

French23

24 25

26 27

29

28



French

7

10

13

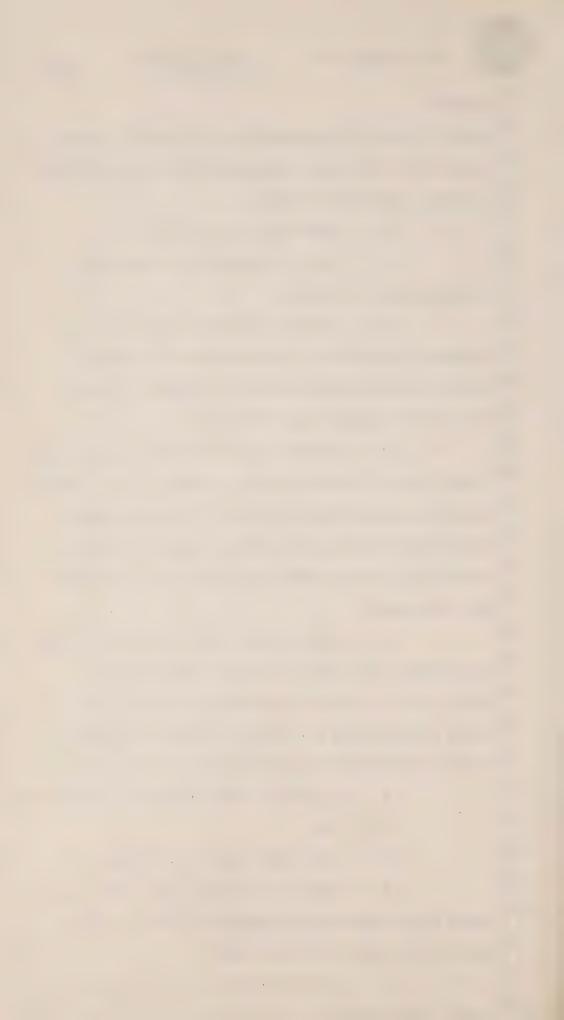
16

27

29

money	is	pai	.d	to	the C	corporation	n of	Mor	ntreal	l Hai	rbour
Pilots	or	1s	th	at	money	included	in	the	item	free	moves
or sho	own	und	er	ar	nothe r	item?					

- There is no other item. A.
- Q. Am I to conclude from that it is included in the free moves?
- All the vessels who didn't have Montreal Harbour Pilots who have moved the vessels -when it is not a pilot of Montreal Harbour that moves the vessel it falls under free move.
- Q. In that case if you have a pilot from Three Rivers to Montreal who is called up to St. Lambert under the pretext that the vessel is to go to Three Rivers and it changes its mind and comes to Montreal Harbour this move by the River pilot would be entered as a free move?
- Well, I can't tell you exactly because Α. that year it was a kind of service that was being done in 1961. Upon the examination of these free moves they included the vessels where the Montreal Harbour Pilots weren't performing the work.
  - In 1962 you made a detailed examination? Q.
  - A. Yes.
  - Were there any such free moves? 0.
  - They are included in the total income. Α.
- There is no separation or segregation that is being made of the income from free moves.
- In other wordssyou had no other Q. . items aside from free moves in which to enter a move made



# h	4
1	
2	-

4

5

6

7

8

9

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29

30

AA210

French

by a River pilot?

A. No.

Q. Insofar as 1962 is concerned the net income included the amount of \$11,588 -- would you have to add to that amount the free moves collected during 1962, that is around \$2,000. Would we have to add that to the income?

A. In 1962 in fact this \$11,588 is everything, everything except detentions.

Q. So free moves are included in this \$11,588?

A. Yes, for the year 1962.

Q. In the free moves for 1961 collected in 1962, were they entered?

A. In the income for the year 1961.

MR. LALONDE: Thank you. Mr. Jacques

Saucier.

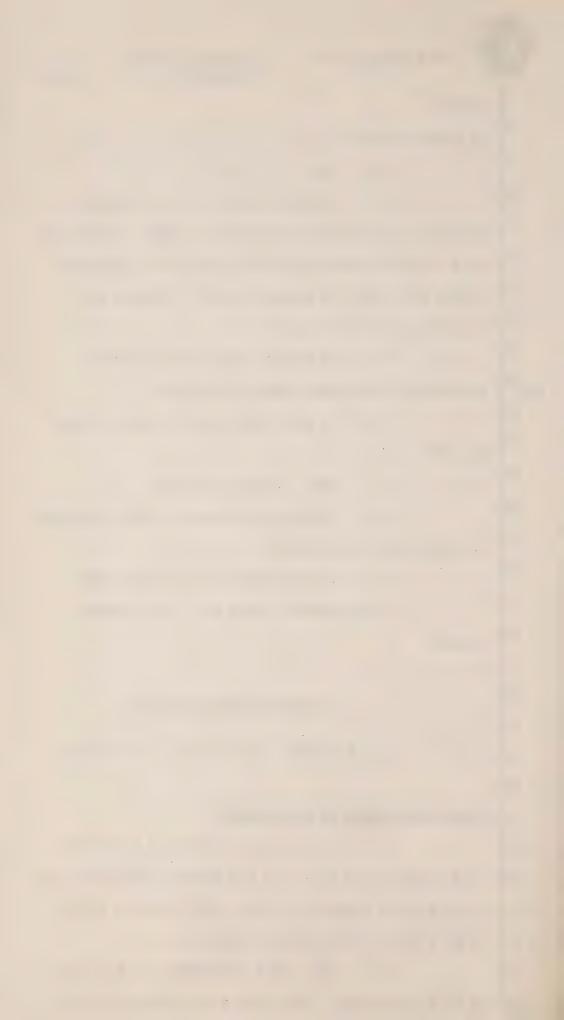
# JACQUES SAUCIER, Recalled

MR. LALONDE: Your witness, Mr. Brisset.

#### CROSS-EXAMINATION BY MR. BRISSET:

Q. Mr. Saucier, are you in a position this afternoon to give us a few details concerning the facts and the payments of the group insurance policy by the pilots of the Montreal District?

A. Yes, and I mustathank you for giving us this opportunity. The pilots have three different



ANGUS, STONEHOUSE & CO. LTD.

insurance plans. The first one is a life insurance policy of \$10,000, \$20,000 of double indemnity in the case of accidental death and \$10,000 for loss of limb. This insurance policy has a premium annually of \$99. Everybody is admitted to the policy without any previous medical examination.

The second plan is a hospitalization plan. I would like to take advantage of this opportunity in order to rectify the evidence I gave this morning. I answered you that the pilots are paying the same premium, but under the plan of hospitalization which includes a plan for the family as well as the pilot one who is not married doesn't have the same premium. This hospitalization gives the following benefits: a pilot if he is sick, if he goes to the hospital, medical costs, surgical costs and drugs -- all the accounts for the year, it pays 80 per cent of all these expenses for himself, his wife and five or six children and the same premium is paid. There is a deductible amount of \$25, not per claim, per year and per person with a maximum of \$100 for the year. Λs

As an example of that let us say a pilot is married and has three children which makes five people in the family and he claims for hospitalization for his whole family, so he will pay \$100 deductible every year, \$25 per person -- after they reach \$100 there is no longer this amount deductible. If during the year he receives accounts totalling \$1,000 the company for one case is going to deduct \$25, the first

8

9

10 11

12 13

14

15 16

17

18

19

20

21

22

23

24

25

26

27

28

29



3

4

1 French

ANGUS, STONEHOUSE & CO. LTD.

\$25 then the company will pay 80 per cent of all the accounts. If he falls sicks again whether it is a recurrence of the same illness or something else once again he will have 80 per cent of the payment of the accounts. This premium costs \$172.42 for the pilot, his wife and whole family and \$58.75 for the unmarried pilot, with the same advantages, of course.

The third plan is a wage plan. This is a wage plan as following: if the pilot cannot pilot or perform his duty on account of incapacity or illness after the seventh day at home it pays him \$200 per month. If it is due to an accident on the first day of the accident \$200 a month are paid. It is paid until he reaches age 65 if he is an invalid until the age of 65 and to life if he is involved in an accident. That isothe first advantage. The second advantage is that this plan is not, can't be cancelled. Perhaps the company doesn't like that too much, but raturally we can cancel the plan any time we wish. It is the only insurance policy -- I don't want to get any publicity, but this is the only company that gives an insurance policy, group insurance policy which cannot be cancelled. In other words the pilot may not be confined to his home, he can go out and so forth if he is sick, and just the same the company will pay the \$200 a month.

The other advantage, sensational advantage is if the pilot's licence is cancelled for reasons of illness, naturally, this company authorizes the pilot

23

24

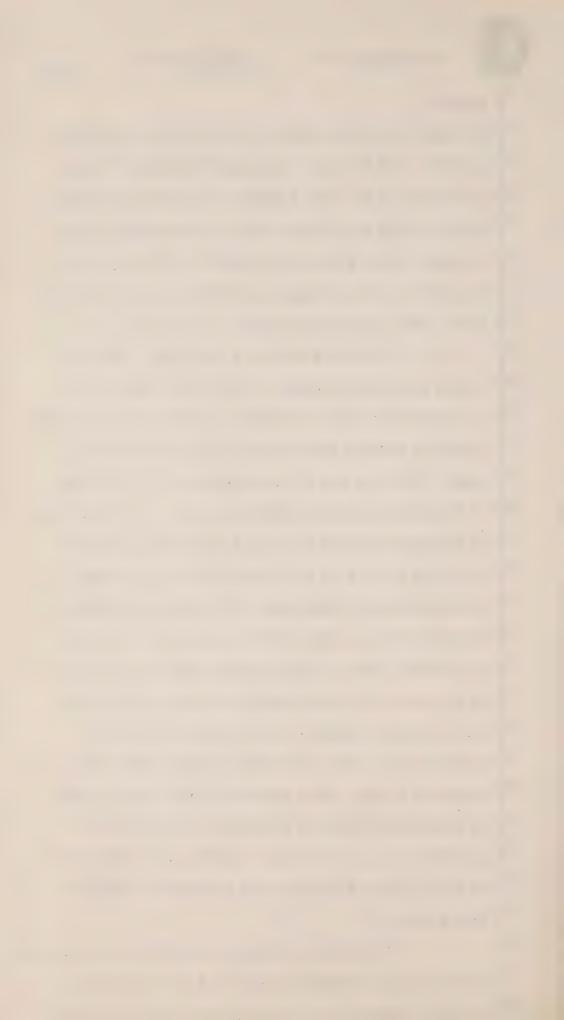
25

26

27

28

29



3

4

5

6

7

8

9

1 French

ANGUS, STONEHOUSE & CO. LTD.

to work elsewhere in an entirely different field so long as the pilot will not earn more than \$5,000. If he works in another field, another trade and doesn't earn more than \$5,000 the company will go on paying him the \$200 aside from his \$5,000 he is earning, if he loses his licence on account of his health. This is the main information I can give you. The premium costs \$296.30 per year.

The plan was enforced at the annual meeting ever since 1960 and has been improved upon ever since 1962 when this plan was taken upon the request of the pilots.

- 0.4 Could I ask you for the name of the company?
  - It is Canada Premier Life.
- In the case of payments or benefits in the case of illness I notice, Mr. Baroses that the premium may vary -- I am sorry, Mr. Saucier, the premium may vary according to the conditions of family?
  - A. Yes.
- I am led to understand the sum total premium for the 16 pilots is paid out of the funds of the Corporation?
- No, this is the correction I wanted to make in my evidence of this morning and I didn't go on. That is to say that the amount of an unmarried pilot is less than that force family man, naturally. The unmarried pilot pays only \$58. If there is only one unmarried pilot in the group, will he will pay only

10 11

12 13

14 15

16

17

18 19

20

21

22

23

24

25

26

27

28

29

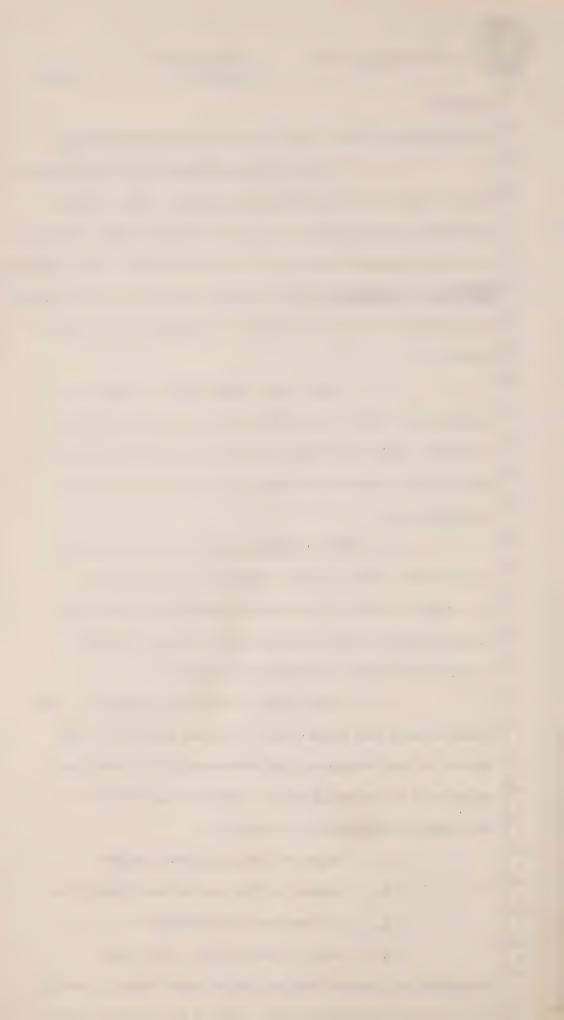


French

7 8

\$58 instead of \$170 like is the case for married men.

- Q. In the balance sheet of the Corporation for the year 1962 on the administration costs there has been an amount in of \$3,442 as the insurance premium for the insurance policy you just mentioned. This insurance which includes a part of the premium regarding the medical benefits is entirely charged to the common pool?
- A. Yes, this common pool finances the premium as I said this morning and at the end of the year the pilot is charged only his personal premium, and that is the difference between the unmarried and the married pilot.
- Q. Where it is shown in the books where the balance sheet of the Corporation has included a rebate of part of the premium regarding those who have a family and in consequence must pay a larger premium regarding the medical benefits?
- A. Well, they don't give a rebate. Every year we send the pilot form, T-4 that shows the exact amount of his charge so the unmarried pilot receives more than the married pilot. There is no rebate but we charge him premium individually.
  - Q. When is that adjustment made?
  - A. Always at the end of the fiscal year.
  - Q. At the last distribution?
- A. Well, I can't say at the last distribution because the following year there is still some amounts receivable from the D.O.T. which hasn't been



1		
_		
	H	

collected yet.

ANGUS, STONEHOUSE & CO. LTD.

TORONTO, ONTARIO

3 4

2

5 6

7 8

9 10

11

12 13

14 15

16

17

18

19 20

21 22

23

24

25 26

27

28

29

30

Q. Could you please file this as an exhibit, a document for the distribution of these monies for the month of December, 1962 which would indicate the adjustment made for the insurance premium, as Exhibit 804.

THE CHAIRMAN: Could you please complete this exhibit by adding a copy for a married pilot and an unmarried pilot and also -- I am sorry, did you say the form is sent every fortnight?

THE WITNESS: No, only at the end of the year the personal document is sent to the pilot.

THE CHAIRMAN: So there are none sent during the year?

THE WITNESS: No.

THE CHAIRMAN: Then this will be complete.

--EXHIBIT NO. 804:

Document for the distribution of monies for the month of December, 1962 which indicates adjustment made for insurance premium for the pilots.

MR. LALONDE: Is your lordship interested in the policy itself because if the Commission is interested in it I can produce a copy of the group insurance.

MR. JACQUES: It could be done as we did it in Quebec. I read it through and prepared a summary and offered it to the Commission.



2

French

3 4 5

6

7 8

9

10

11

12

13 14

15

16 17

18

19

20 21

22 23

24

25

Lakes?

26

27

28

29

	THE CHAI	RMAN:	If you	have a	сору	of the	3
insurance p	olicy we	could	certain	ly just	file	that,	if
you have co	pies of t	he ins	urance	policy.	We a	re goi	ing
to make tha	t Exhibit	805,	the thr	ee diffe	erent	insura	ance
plans.							

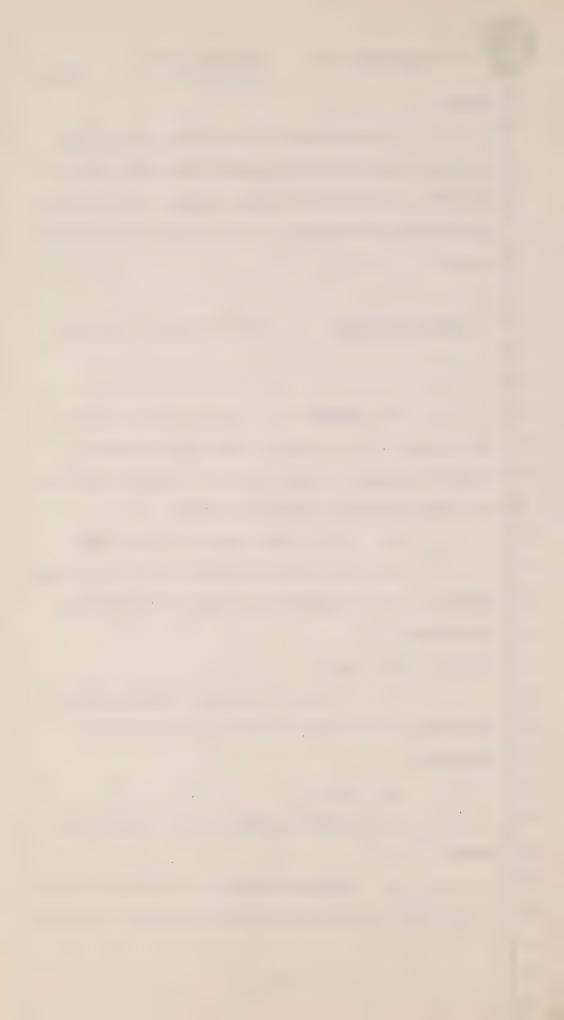
ANGUS, STONEHOUSE & CO. LTD.

TORONTO, ONTARIO

---EXHIBIT NO. 805: Three insurance policies.

MR. BRISSET: Q. Are you able to tell us, Mr. Saucier, if the system of protection allowance, accident insurance is the same in the Montreal District as regards the United Montreal Pilots?

- A . No, I don't think it is the same.
- Q. It is not the same. Well, do you have anything to do as regards this policy in the District of Montreal?
  - Α. No.
- Is there a system, similar system of Q .. / insurance in the Cornwall District or in the other Districts?
  - Α. No.
  - Q. Again in District No. 1 in the Great
- Montreal-Kingston -- Montreal, Kingston A . -- the three Corporations have the same plan of insurance.



R/RPS

French

2

1

4

6

5

7 8

9

10 11

1213

14

15

16

17

1819

20

2122

23

2425

26

27

28

2930

Q. Through you?

A. Not through us but to reply to your question I would say at the request of the pilots various companies for several plans and there are several plans involved where the pilots have prepared a plan and asked the companies could you give us this and the Canadian Premier well they have given us this.

## CROSS-EXAMINATION BY MR. JACQUES:

- Q. Did I understand that it's \$25 fee per person per year?
  - A. \$100.
- Q. Well now let us suppose it merely cost me \$15. I don't get anything?
- A. That is right. You accumulate \$25 because that is the fiscal year. You keep your \$15 and then if you have another \$15 in advance that means \$30, and then \$25.
  - Q. Thank you.

THE CHAIRMAN: It is very similar to the similar plans, other plans in other fields.

## RE-DIRECT EXAMINATION BY MR. LALONDE:

- Q. Do you have or have you obtained any legal opinions beforehand?
- A. No, as regards using this in such a manner. I would say furthermore that the insurance policies



2

French

3

4 5

6 7

8 9

10

12

11

13 14

15

16

17

18

19

20 nglish

21

22

23 24

25

26

27

28

29 rench

30

were put out by our legal office which gave us information and which even made rectification in Yarious clauses in the interests of the pilots.

- Have you had any requests or steps taken by other people or organizations who are interested in your insurance plans?
  - A . Among pilots?
  - Yes ? 0.

ANGUS, STONEHOUSE & CO. LTD.

TORONTO, ONTARIO

- Yes, we have received requests even from companies which at the moment caked if they could enter into the plan of the pilots, if possible, or if a similar plan could be prepared or introduced.
- Q. Have other corporations shown interest in this sort of plan?
- I couldn't say so, but for pilots yes. Other companies have asked.

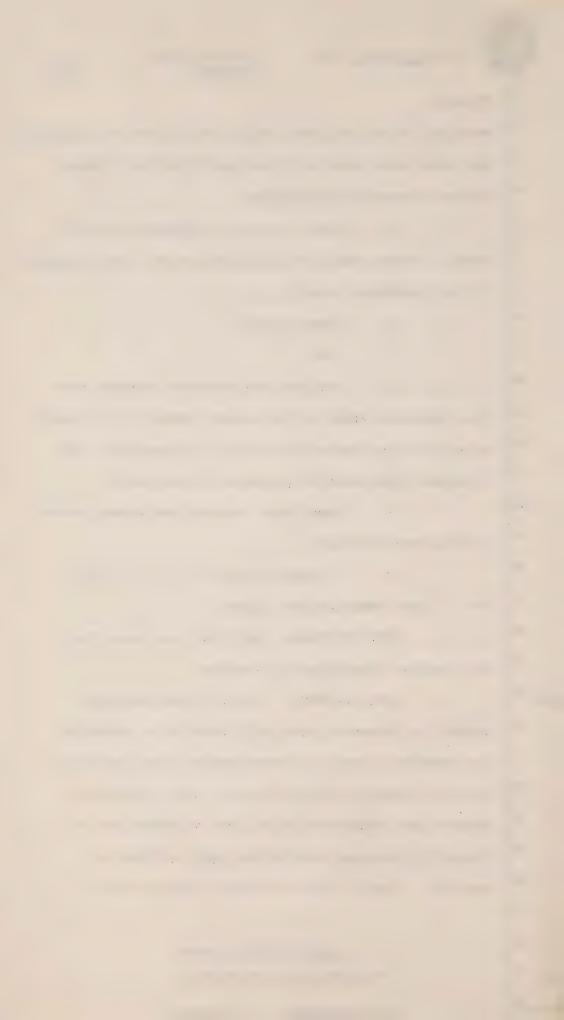
THE CHAIRMAN: Any other questions from Mr. Saucier? Thank you Mr. Saucier.

MR. LALONDE: My lord, this concludes, except for documents which will have to be reproduced, the evidence I have to produce before this Commission about the Montreal Harbour Pilots. Mr. Saucier will produce the further documents when he comes for the Cornwall pilots and examine him again on Montreal Harbour. I would like to call Mr. Gilles Pental.

## GILLES FINTAL, Sworn

(THROUGH THE INTERPRETER.)

THE SECRETARY: Profession?



Fre	ench
-----	------

THE WITNESS: Pilot.

THE SECRETARY: Montreal?

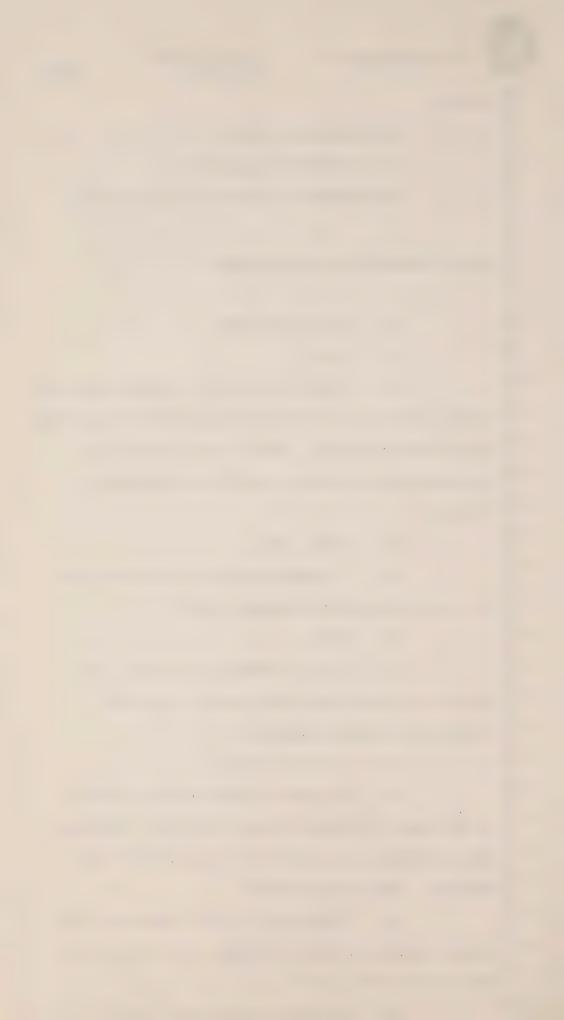
THE WITNESS: District Montreal-Cornwall.

## DIRECT EXAMINATION BY MR. LALONDE:

ANGUS, STONEHOUSE & CO. LTD.

TORONTO, ONTARIO

- Q. Your age please?
- A. 49.
- Q. Mr. Pental would you speak slowly and loudly. Your task will consist especially in describing this pilotage District. First, could you tell us since when you have been a pilot in the District of Cornwall?
  - A. Since 1956.
- Q. I understand that before that time you were a Montreal to Kingston Pilot?
  - A. Yes.
- Q. Do you remember in what year your District was subdivided into several completely independent separate sections?
  - A. I think in 1959.
- Q. We should consider this in looking at the papers. I think it was after 1959. Previously your employment as a pilot was between Montreal and Kingston. What was your task?
- A. From 1936 to 1956 I worked for the Canada Steamship Lines as a seaman, watchman, second mate 1st officer.
  - Q. Did you remain in the employ of this



	French
--	--------

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

22

company continuously after your appointment as pilot ?

- A. Yes.
- Q. Constantly?
- A. Yes.
- Q. How did you proceed to your appointment of pilot in the District of Cornwall?
- A. In 1955 I had to submit to an examination for pilotage.
  - Q. What was the nature of this examination?
  - A. A complete examination on seamanship.
  - Q. Where did you take the examination?
- A. In the Department, the representatives of the companies and of pilotage.
- Q. When the District was divided between Kingston and Cornwall or at Cornwall did you choose of your own volition to remain in Cornwall or were you sent there, assigned there by the Department?
- A. I chose of my own volition. It was up to the pilots in these cases to choose.

MR. LALONDE: Now I would like to switch to English from now on.

- Q. Could you tell the Commission what certificates you hold?
- A. I have a mate inland certificate and master inland certificate.
- Q. You have before you Exhibit 452, to 457 which are the charts published by the Canadian Hydrographic Service and which describe your pilotage District. I would like you, for the benefit of the

lish 21

23

24 25

26

27

28



English

ANGUS, STONEHOUSE & CO. LTD.

Commission, to explain what are the main functions you are called upon to perform in that District as far as pilotage itself is concerned and what difficulties you meet in the performance of your job. I would ask you to start from St. Lambert, from the entrance to the Seaway or the lock at St. Lambert and proceed upbound to Cornwall. First of all, would you tell the Commission where you board ships at the present time at St. Lambert?

- A. At the present time if the lock is ready the Harbour pilot brings the ship in the lock.
  - Q. Or the River pilot?
- A. Or the River pilot, I am sorry. And we board the ship there. If the lock is not ready, they take her into the first approach wall and we meet her there. This is a new ruling since this summer.
- Q. Were you present when Captain Lavoie explained the operation for last year?
  - A. That is right.
- Q. And for 1959 and 1960 were you there also?
  - A. Same thing.
- Q. Is that a correct description he gave of how they proceed?
  - A. Same situation.
- Q. How many locks do you have in your District?
  - A. In our District we have four locks.
  - Q. Which are?
  - A. St. Lambert, St. Catherines, Lower

23456

7

9

10

12

13 14

15

16

17

18

1920

21

22

23

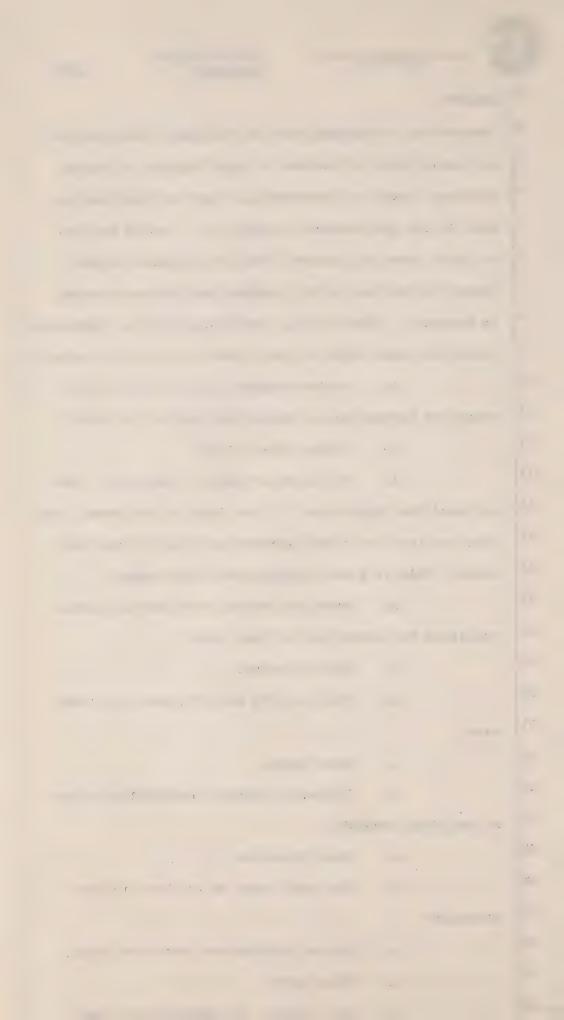
2425

26

27

28

29



	H
1	-

3

English

TORONTO, ONTARIO

Beauharnois, Upper Beauharnois and then going out of the District have to make the Snell Lock.

- 4 5
- Q. In practice is it not a fact that you take all the ships to the Snell Lock?

6 7

To St. Lambert.

8

9

And when you disembark at Snell Lock what is the procedure? You take it into the lock?

10

We take her into the lock and wait until the water is raised up.

11

Q. Do you do this with all the ships?

12

A . All ships.

13

14

Does it happen that you have to leave ships before the lock, at Snell Lock on the lay-by wall?

15

Α. It did not happen.

16

17

Q. . Now would you take your ship and proceed from St. Lambert Lock? Is there any particular procedure as to locking?

18 19

Α. Well locking a ship ---

20

21

Suppose you are at station No. 1. lay-by wall and you are now called upon to proceed. How

22 23 do you get that message?

24

the lock is ready, we proceed slowly in the lock. We have to be on the alert with the engine, to have them

25 26

ready and under control and once she is about into the

27 28

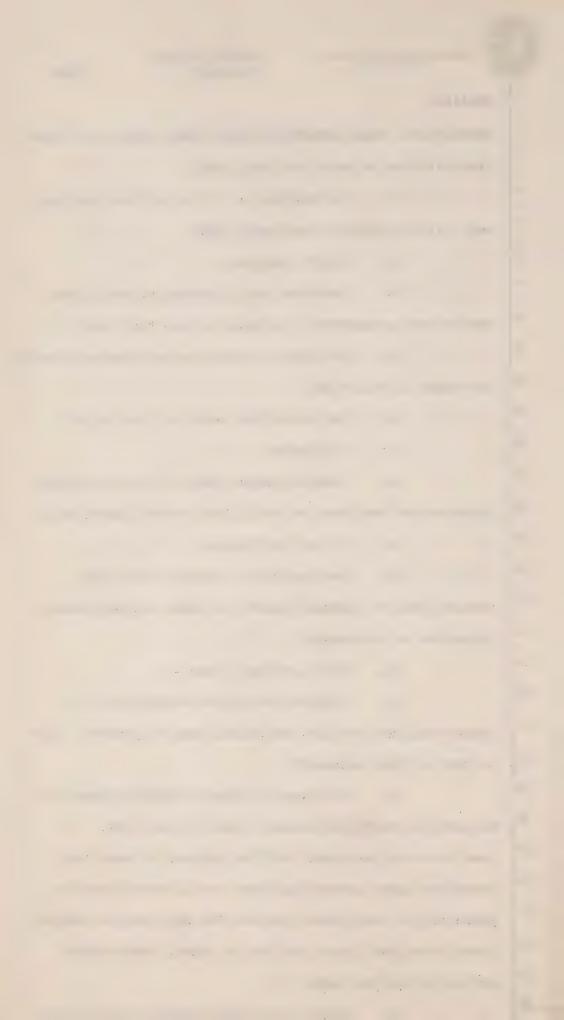
place of the lock there, we stop the ship and the master looks after the lines; put her in place, that's about

29

30

- all we do for the lock.
  - Q. That is all the procedure for locking

A. Well when a signal light is green and



ANGUS, STONEHOUSE & CO. LTD.

3

2

4 5

6

7 8

9 10

11 12

13 14

15

16

17

18 19

20

21 22

23

24 25

26

27 28

29

30

a	ship	through.	Then	what	happens?

- After that they raise the water and Α. when they are ready to go out the lock master has to give me the okay.
- Q. Do you have anything to do when they raise the water?
- Well generally the master looks after the lines.
- Now how do you get the message from the lock master to proceed?
- He gets a phone call from the tower A. and then there is a signal to us we can proceed.
  - And then you get into the channel. Q.
  - We get in the channel. Α.
  - How deep is the channel? Q.
- This channel is 27 feet deep. A. 225 feet wide. It's flanked by two enbankments.
  - Q. Can you meet ships in that channel?
- Yes, but with caution. We have to go very slow if it is a large ship.

COMMISSIONER SMITH: Mr. Lalonde would you turn the chart a little this way please?

THE WITNESS: It's 225 feet wide on top. That means that with these embankments there, they make a slope (indicating).

Q. A "V" curve?

To hold themselves for the water. That means when we meet ships, it's pretty close quarters. We still haven't got 225 feet of water in the lock.





ANGUS, STONEHOUSE & CO. LTD. TORONTO, ONTARIO

3

4

2

1

THE CHAIRMAN: That is why I suppose that

5

6

7

8

9

10 11

12

13

14 15

16

17

18

19

20

21

22

23

24

25

26

27

28

29

30

on the chart we see a blue band there near the wall inside the channel?

THE WITNESS: Yes, on that dotted line.

THE CHAIRMAN: That would indicate it is shallower by the wall than it is in the middle? THE WITNESS: Yes.

Now I notice you have turning basin No. 1 some distance from St. Lambert Lock. What is the use of this? Do you use this basin often or what?

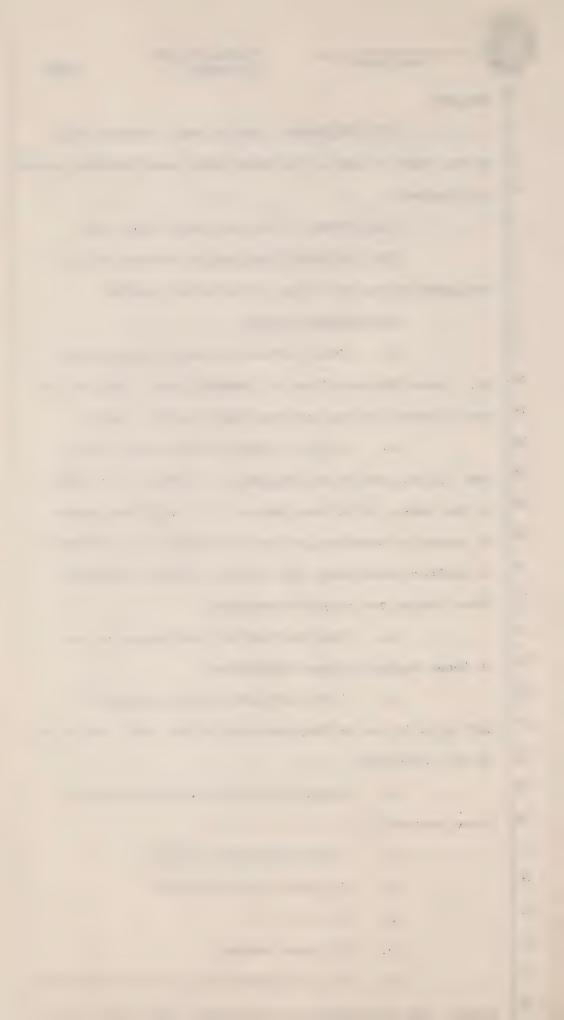
A. Well we don't use that very often: just in the case of an emergency. If there is a break in the canal, or if they have -- if a ship has change of orders or something he has to go back in the Harbour, or weather conditions, but it isn't very recommended. These basins are okay for emergency.

Q. Did you have to turn around in one of these basins in your experience?

Α. I did not have to turn around but I had to go in one of them waiting for the next lock which is St. Catherines.

Q. And is there any tug assistance in those basins?

- A. I don't get your question.
- Q. Is there tug assistance?
- A. No.
- Q. . In those basins?
- No. We have nothing, that is the main point. The wind changes or something there, then you are



L	Engli	sł
---	-------	----

lock.

caught in there.

ANGUS, STONEHOUSE & CO. LTD.

TORONTO, ONTARIO

Q. On the locks do you have any assistance from the look personnel? From Seaway personnel?

A. No, only handling the lines in the

Q. You have the Seaway personnel taking lines in the lock?

A. In the lock when the ship is in position.

Q. Outside of the locks do you have any Seaway personnel giving you any assistance?

> A. No.

Now the channel from St. Lambert Lock is 27 feet deep all the way is that it?

That is it.

Q. Then you have turning basin No. 2.

How wide are these basins, do you know?

A. They are 1500 feet.

Q. Both of them?

A. Both of them the same thing.

Q. What is the procedure at Caughnawaga, St. Catherines Lock? Is it different from the

St. Lambert Lock procedure?

Yes, but from St. Lambert we are regulated by limit of speed. The limit of speed is seven miles and hour and this, of course, was to direct the traffic to St. Catherines so sometimes there may be two or three ships upbound and only one downbound so we regulate traffic that way and if we are here

5

2

3

4

6 7

> 8 9

10

11

12

13 14

15

16

17 BB2

18

19 20

21

22 23

24

25

26

27

28

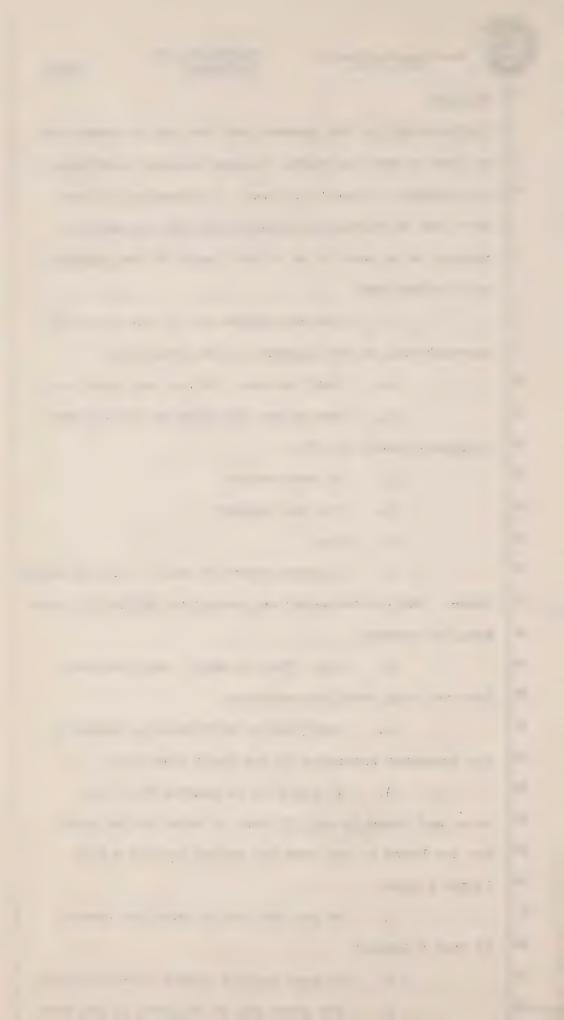
29

the control of the co

б

(indicating) in this channel and the ship is downbound, we have to wait our turn. In good weather conditions it is okay. We can kill time. In strong wind there it's kind of difficult to kill time with no engines running so we have to go in that basin if the approach wall is employed.

- Q. How many ships can you tie up at the approach wall at the approach to St. Catherines?
  - A. Just the one. It's a very short wall.
- Q. How do you kill time by running the engines in basin No. 2?
  - A. We drop anchor.
  - Q. You drop anchor?
  - A. Yes.
- Q. I notice there is only 27 feet of water there. Can you encounter any danger or difficulty dropping the anchor?
- A. Yes. That is what I said earlier. They are only used for emergency.
- Q. What kind of difficulty or danger do you encounter anchoring in the basin like this?
- A. If your ship is drawing 25'6" of water and there is only 27 feet of water in the canal, you are bound to run over the anchor and put a hole in the bottom.
- Q. Do you have ships which are drawing 25 feet 6 inches?
  - A. Oh yes, several of them come downbound.
  - Q. How often has it occurred to you that



English

you had to kill time or wait?

A. Mostly every trip. In good weather we have to do that with the density of the traffic today.

- Q. And when it is bad weather, it is like high winds, what happens? Do they hold you up here at St. Lambert or do they do something further on or do they let you go anyway? Suppose there is a high wind and you have three ships going upbound?
  - A. We would have to go.
  - Q. Have to go?
- A. Yes. Downbound ships here, they may be in good condition of weather and they want their passage, you see, so we have to go.
- Q. The orders of St. Lambert Lock, are they given directly from people on the lock or are they given from Beaunarnois? What happens?
  - A. You mean for leaving?
  - Q. For leaving the lock and proceeding?
- A. No. The order are given by the lock master himself at St. Lambert.
- Q. At Cote Ste. Catherines what happens?

  Is that the same procedure as St. Lambert Lock?
- A. Yes, it is the same procedure at St. Catherines.
- Q. There is no particular difference, or no particular difficulty there?
- A. Well the only thing here is we have to send a security call on the air.
  - Q. To whom?

2

3

5

6

8

10

11 12

13 14

15

16

17

18 19

20

21

22

2324

25

2627

28

29 30

1	wh	a	t	

English

ANGUS, STONEHOUSE & CO. LTD.

- A. To any traffic downbound because there is a place here, three bridges that we cannot ---
  - Q. What is "here"?
  - A. It's those stakes here (indicating).
  - Q. When you say "here" nobody will know hat you are talking about.
- A. Just below Honore Mercier Bridge and these sets of stakes, well those embankments fell and the channel is narrow and then these bridges, the C.P.R. bridge and the Honore Mercier bridge, there is no room to meet with two ships in there. Those bridge abutments are only a hundred and seventy-five feet wide so in sending a security call here (indicating).
  - Q. You mean at St. Catherines Lock?
- A. At St. Catherines Lock, any ships downbound, then we will make arrangements to meet below those stakes or above those bridges. Again there if we have bad conditions, large ship coming down Caughnawaga, then you are stopped again.

THE CHAIRMAN: The place you were talking about, that place there by Honore Mercier bridge is it three sets of lights?

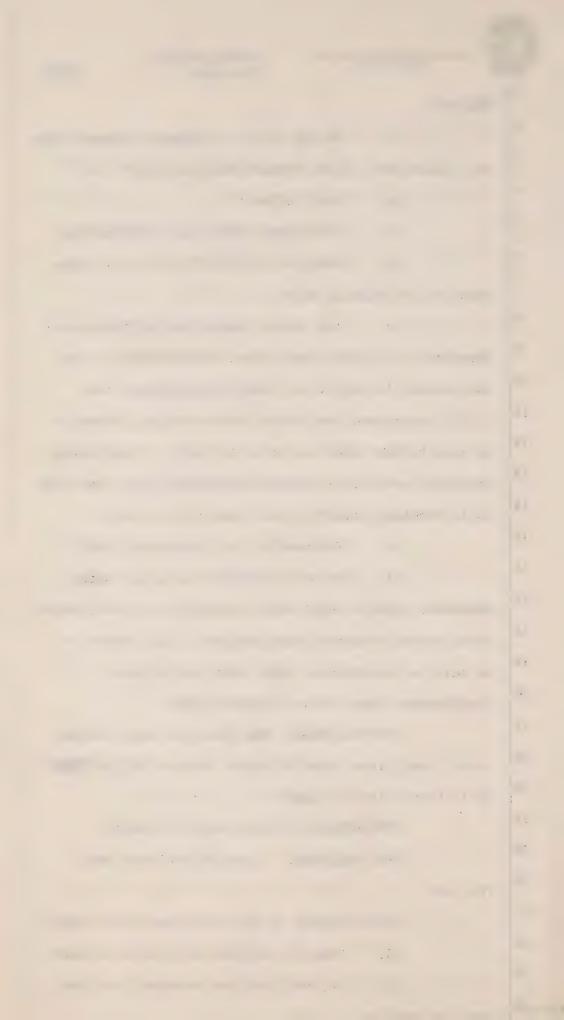
THE WITNESS: Three sets of stakes.

THE CHAIRMAN: I see BB for black and  $\ensuremath{\mathtt{R}}$ 

for red?

THE WITNESS: R is for red and B for black.

- Q. They do not have any lights on them?
- A. No, but they are coloured just the same for daytime.



V. B.	R
M K	MBS

English	1
---------	---

ANGUS, STONEHOUSE & CO. LTD.

TORONTO, ONTARIO

Q.	The	stakes	are coloured'	?
Q. 0	TIIC	podreb	are coronied	õ

Yes, the stakes are coloured.

THE CHAIRMAN: How do you see them at night? THE WITNESS: We don't see them at night.

How is it they have printed along "illuminated"?

A. It's the embankment that is lit, not the stakes. Allothe embankment on both sides is illuminated.

Q. Do you get this security call when you are in the lock itself?

A. When we are leaving the lock at St. Catherines.

Q. And then is there anything particular proceeding further up?

Yes, here at the C.P.R. bridge, the Honore Mercier bridge.

Q. How narrow is the channel by these stakes, have you any idea how narrow they are?

A . I should say roughly around 175 feet Wide.

Q. It is only a hundred and seventy-five feet wide?

- A. 150, 175 feet wide.
- Q. And they are around 1500 feet normally?
- Not the channels, open water.
- You mean to say between these two stakes you have only 175 feet and the normal width of the channel is 1500?

2 3

1

4

5 6

7

8

9 10

11

12

13 14

15

16

17

18

19

20

21

22 23

24

25

26

27

28 29

 $f = f \cdot f \cdot f$ 

I A	
WEMBE	

Eng	:1	1	S	h
	>	_	~	

THRITE

- A. No, the normal wide is 225.
- Q. The canal. How long has this been?
- A. Since the opening of the Seaway.
- Q. How long have they had these stakes there? Since the opening of the Seaway?
- A. I think that is when they flooded this, those embankments fell.
- Q. You were going to say something and I stopped you.
- A. Well this honore Mercier bridge here, this is a suspension bridge. There is no trouble with him but the next two are lift bridges. When you have come to the whistle sign here, you don't know if you are going to get the bridges or not so if they have any telephone installed in these bridges, you can contact them and it will help you.
- Q. At the present time do you have any means of communication with the personnel of the bridge?
  - A. No, no means.
- Q. How do you indicate? By whistle or what?
- A. No. We blow the whistle at the whistle sign.
  - Q. The whistle sign where?
  - A. Here (indicating).
- Q. The whistle sign is indicated by W3600 on the chart 452. You blow the whistle at this particular spot and then what?
  - A. If he shows a green light, we can

ľ

proceed. If he shows a red light, then we have to stop and wait there. There is no where to tie up or drop anchor or anything. We have to wait. Well if we had a phone on these bridges, you could contact further down and you would know if we are going to get the bridge or not then we could work the speed accordingly.

- Q. But you say you cannot drop the anchor. What happened if it does not lift in time?
- A. I had a particular case last year. I was coming down Caughnawaga. At the whistle sign I blew for the approach and then the dispatcher at Beauharnois called me on the phone and told me to drop the anchor and stop and wait there, so I told him I was too close and I couldn't drop the anchor over because I was too deep, so he ---
  - Q. Because your ship was too deep?
- A. Yes, so he says well stand-by and I will contact the bridge master and I will let you know. He contacted the bridge master and came back on the air and told me that the bridge master couldn't do anything about it because the train was already engaged on the switch. I don't know how far. It was long freight cars, so finally, it took a long time to get the train through, finally I had to put the stem of that ship in a bank and hold her until I got the bridge free. I didn't feel too good about it.
  - Q. The bank is mud, I hope, or clay is

it?

A. It's clay but it's rough stuff. You

Englis	ŀ
--------	---

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

never can tell, might be a big stone too.

Q. Did you have difficulty getting your ship out of there after?

I had difficulty but I had the wind -- the wind wasn't with me, you see. It was a contrary wind.

Q. Did you need help to get your ship out of there?

A. No. I got out okay. I didn't feel too good about it.

THE CHAIRMAN: Before you go any further, there is one thing I do not understand and that is a nother question, why was that? You say Your ship was too deep to drop the anchor?

THE WITNESS: She was drawing 25 feet 6 inches and the canal is only 27 feet deep so it is dangerous.

THE CHAIRMAN: Might run under your keel? THE WITNESS: Might run under the keel and put a hole in the bottom. We do in emergency, if we have to but we always wait until that last.

- Q. Was it one on that day?
- It was one on that day.

THE CHAIRMAN: You did not have a stern anchor?

THE WITNESS: No. It would have been useful there.

THE CHAIRMAN: Why?

THE WITNESS: Well instead of putting the

24

23

25

26

27

28

29



stem into the bank, I would have dropped the anchor and held the ship on the stern.



B/RPS

ANGUS, STONEHOUSE & CO. LTD. TORONTO, ONTARIO

English

2 3

4

5

6

7 8

9

10 11

13

12

14 15

16 17

18

19 20

21

22 23

24

25

26 27

28

29

30

Do you have any idea how the information is passed over to Beauharnois for dispatching? Do you have any telephone on the bridge at Beauharnois?

A. They have a canal telephone, their private line from the bridge, but they don't hear that.

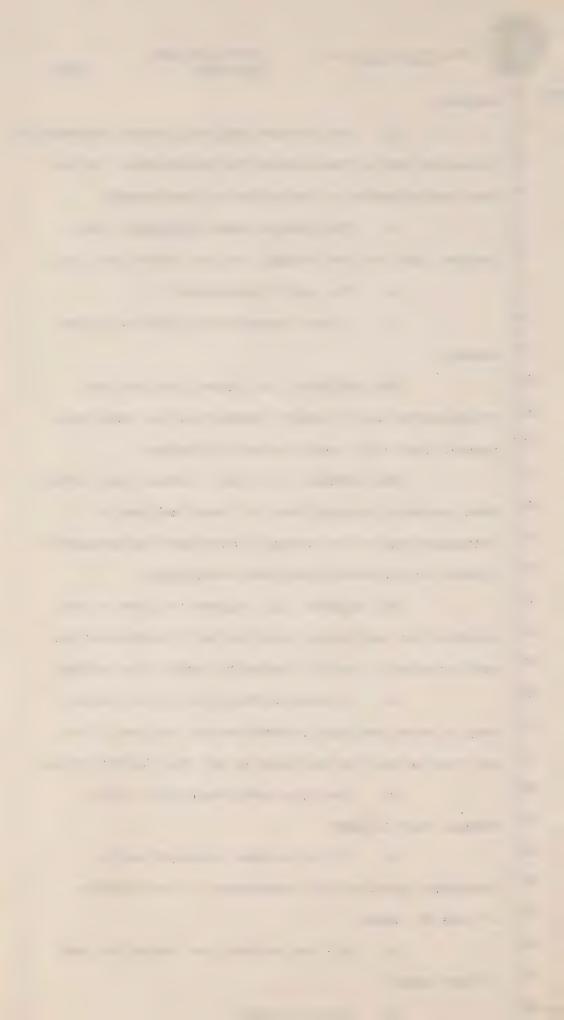
- You can't communicate? Q.
- A . I can't communicate with the bridge master.

THE CHAIRMAN: In a case like that the bridge master could contact Beauharnois and then Beauharnois could call over the radio-telephone.

THE WITNESS: It takes a little time before then you ship is going down, if there had been a telephone ship to the bridge I would ask him permission further up and then alter speed accordingly.

MR. LALONDE: Q. Suppose you were in the middle of the lake here, could you call Beauharnois and ask for detail, how it is going to work at the bridge?

- A .. I could do that, but it is too far away to have the right information at the time. You may take an hour or two hours to get down to the bridge.
- Q. Now, you have crossed the C.P.R. bridge, what is next?
- A. It is the same procedure as St. Catherines passing into Caughnawaga to the entrance of Lake St. Louis.
- Q. All the way then the channel is just 27nfeet deep?
  - Α. That is right.



2

English

waters.

ANGUS, STONEHOUSE & CO. LTD.

TORONTO, ONTARIO

3 4

5 6

7 8

10

11

9

12

13 14

15

16 17

18

south.

19

20

21 22

23

24 25

26 27

28

29

		Q.	Now,	we	get	to	chart	435	and	Lak	e
St.	Louis.	Can	you po:	int	out	to	the Co	ommis	ssion	th	ie
main	duties	you	have to	o fi	ulfil	. in	this	part	icul	ar	area

- A . Well, these channels are restricted
- Q. How wide are they?
- 550 to 600, spaces lower than that. They are affected by currents especially around this Chateaugai Coursento Pointe, Claire,
  - Q. Which buoy?
  - A. Buoy 1A.
  - Q. To buoy?
  - Α. Buoy 17A.
  - Q. What kind of current do you have there?
  - We have current running from the A.
- 0. Would you indicate it approximately in red on the chart by large red arrows.
  - From the end of the channel, 17A. A.
  - Is that the approximate direction?
- A. The current running north, the water is quite shallow here. You can't get out of the channel at all. You can see on the chart here, four feet, twelve feet, seven feet. It is good seamanship if there is a large ship coming down to wait for him in the channel instead of at the mouth. There is quite a current, your ship wouldn't steer so good on account of the shallow water in the current.
  - Can you tell the Commission what is the Q.

		1	L	2	/
9	100	М	B	8	K
	1				

Eng	-7	4	e i	h
Tille	51	4	D.	1

approximate current in that area, what is the maximum and minimum? Where does it go from and to?

A. The natural, normal must be around two and a half to three knots.

- Q. Are there some periods in the summer when it gets lower?
- A. Yes, in the summer months when the water is real low you get stronger.
  - Q. You mean it will get stronger?
- A. Stronger, low water, the water passes faster through 17A.
- Q. Excuse me, all these buoys on Lake St. Louis, they are all light buoys?
  - A. Lighted buoys.
  - Q. All right, from buoy 17?
- A. From Pointe Claire, buoy 17 running up to Windmill Point, at buoy 21A we have a slight current too.
- Q. Indicated in red on the chart. What is the direction of this?
  - A. Buoy 21A.
  - Q. In direction?
  - A. South.
  - Q. South.
- A. From buoy 21 to Windmill Point the current is negligible, nothing to speak here. Then here at Windmill Point you will notice the current running from the south again.
  - Q. From the south to the north?

3

2

5

7

8

10

11

12 13

14

15

16

17

18 19

20

21

23

24

2526

27

28

29

\_30

En	O'T	4	Q	h
147	8-	-	2	77

ANGUS, STONEHOUSE & CO. LTD.

- A . To the north and it is good seamanship again to check.
  - I will indicate it. 0.
- A. At buoy 31A you again reduce speed, your ship will squat, if you are loaded deep your ship won't steer.
  - Q. You will feel squat in the area.
- A. In here. This is a calling point too. It is a calling point for the dispatcher. When we reach that point we must contact the dispatcher at Beauharnois and proceed with his orders from this point.
  - Q. That is the calling point.
  - Α. From Windmill Point to Point Fortier.
  - Q. Which buoy?
  - A. Buoy 52A.
  - 52A? Q.
- A. You will notice a little current running from north.
- Q. From north to south between these two buoys.
  - Between 52A and 48A. A.
  - Yes ? Q.
- And then if the dispatchers tell us there is traffic up there you have to wait in the anchorage area.
- Q. Anchorage. Would you circle it in blue, please. Is that a safe anchorage?
- A. It is a pretty fair anchorage on the north side.

2 3

1

4 5

6

7

8

9 10

11

12

13 14

15

16

17

18

19

20 21

22

23

24

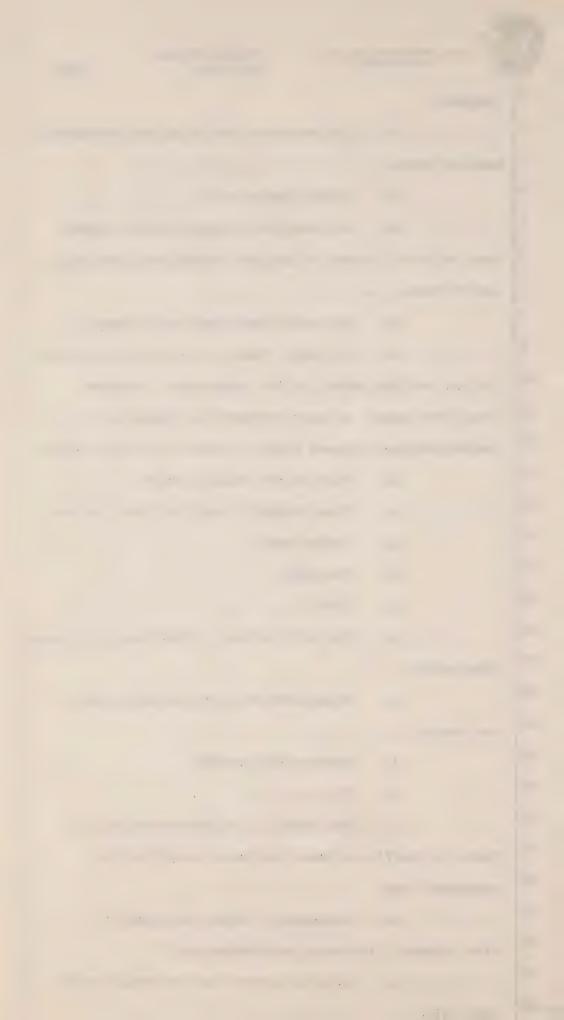
25

26

27

28

29



2 3

5

6

4

7

8

9 10

12

13

11

14

15

16 17

18

19

20 21

22 23

24

25

26

27 28

29

30

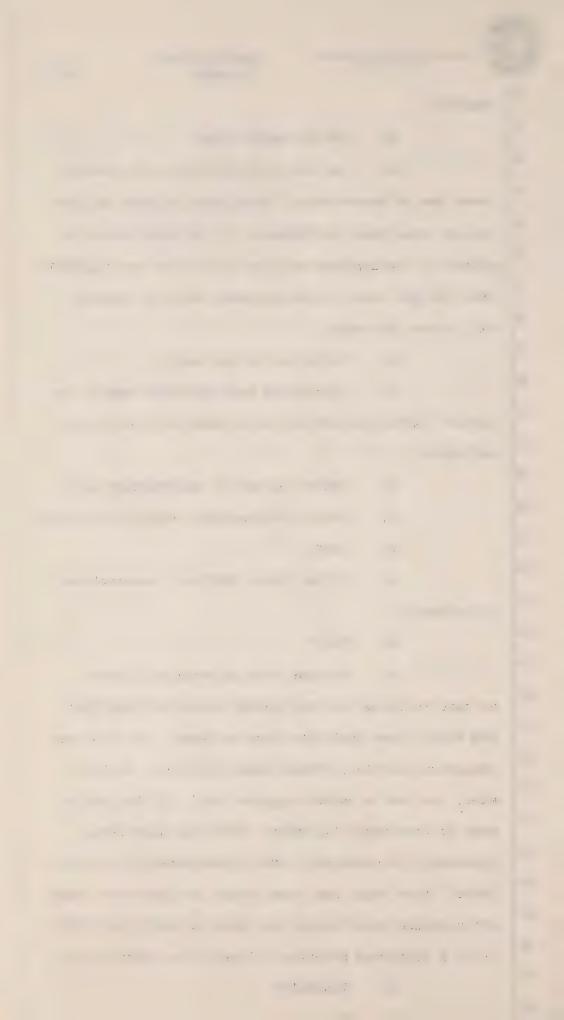
Q. On the north side.

ANGUS, STONEHOUSE & CO. LTD.

TORONTO, ONTARIO

A. On the south side here you have the power dam at Beauharnois. That makes current in there. You may drag down the channel. If we have orders to proceed to the approach wall we have to be very careful when you get close to the approach wall the current will drive you south.

- Q. . Drive you to the south.
- In the end here you will drop in the corner. After you are in the current will drive you out again.
  - Q. Drive you out of the approach wall?
  - A. Out of the approach wall to the north.
  - Q. Yes?
- It is a very difficult approach wall Α. to maintain.
  - Yes? Q. .
- To make that approach wall here we have to bring the ship pretty close and then land men with a boom that they have on board. It is a very dangerous practice. These ships are high. We have wind. We have a current against you. If they don't make it fast they will miss. With this land boom, especially on ocean ships the seamen haven't the experience. Lake ships and tramp ships are different, they are supplied with flares, but this is pretty difficult. It is a dangerous practice. I saw an accident happen.
  - Yourself? Q.
  - A. Myself.



Q. What happened?

A. I was coming alongside of the wall and the officers landing men on the boom and the winds, they were contrary, pushing the wind back to the ship's side with a man hanging at the end of the rope, so he fell down the wall. Fortunately he wasn't injured, but he could have been.

Q. He dropped in the water?

A. He dropped on the pier, but the ship was eight feet out of the wall. He could have dropped in between the two. It is a dangerous practice. It could be regulated if they had linesmen.

Q. You never have any help from the Seaway personnel at the approach wall at Beauharnois?

A. No, it is us that do the work.

Q. Is Beauharnois pier different in this respect compared, let us say to the approach wall at St. Catherines or St. Lambert?

A. Oh yes, Beauharnois, you have that power dam that makes a surge of the current. You have to be careful. If you want to hold in anchor you could hardly do that at all because it is a rocky bottom and you lose it. You lose your anchor.

Q. You lose your anchor?

A. You would lose your anchor on the rocky bottom with speed on the ship and the anchor down, it will break.

Q. How deep is the rater within the approach wall limits?

4 5

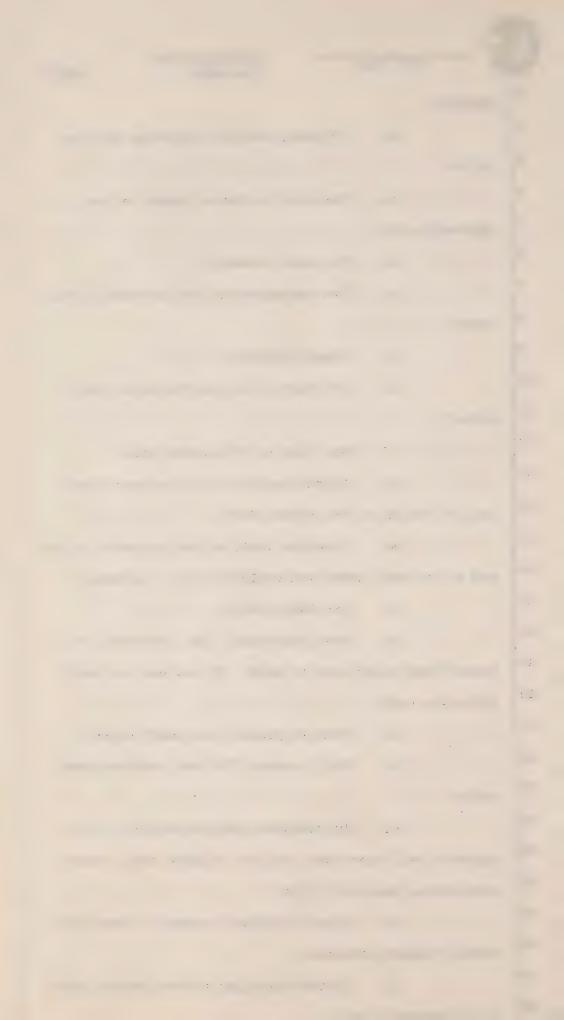


29

30

	ANGUS, STONEHOL			ntal,dir.ex.		10459
1	English			·		
2		. 27	feet, and	the anchora	ge here	1 ਦ
3	1		ioov, and		Sc noic	TD
4		Ном	wide is t	he entrance	to the	
5			wide is t	ne entrance	to the	
6				0		
7	7		mean betw			
8		. The	two sides	of the ent	rance to	the
9	Tock?					
10	A	. Abo	ıt 250 f <b>e</b> e	t.		
	Q	. 250	feet. Ca	n you tie u	p on bot	h
11	sides?					
12	A	. No,	only on t	his south s	ide.	
13	Q	. On	the south	side. How	many shi	ps
14	can you tie u	on the	south sid	e?	•	
15	A	. From	n the limi	t of the ap	proach t	o the
16	end of the wal	ll there	you could	tie up a b	ig ship.	
17	Q	. One	large shi	p?		
18	A	. One	large shi	p, like 730	feet.	A
19	second ship we	ould have	to wait.	If you ha	d two sm	all
20	ships you coul	ld.				
21	Q	. What	do you ca	lltwo smal	l ships?	
22	A	. Wel:	l, around	350 <b>feet,</b> m	edium-si	zed
23	ships.					
24	Q	. Do :	row have g	ood protect	ion at t	he
25	approach wall					
26	protection, wh			- or Jour D	P J 1100	
27				er fenders.	Thene	1 e
28		o thoch		or rememb.	THETE	2.0

Q. Is that all right at the present time? Is it satisfactory?

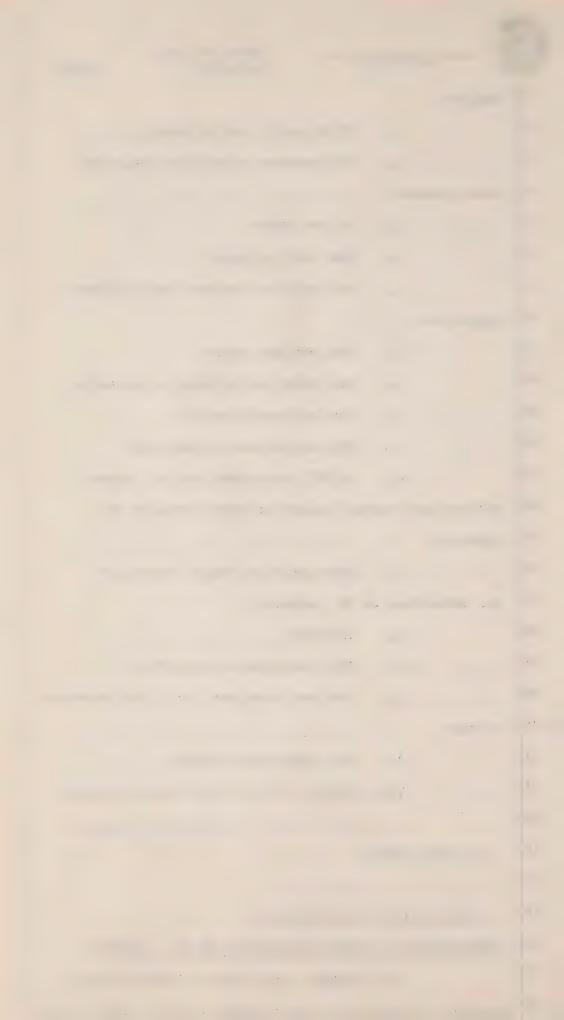




CC2

V	ANGUS. STONEHOUSE & CO. LTD. Pintal, dir.ex. (Lalonde) 10460
1	English
2	A. It is pretty satisfactory.
3	Q. Did youhave it the first year the
4	Seaway opened?
5	A. No, we didn't.
6	Q. What did you have?
7	A. At places we had wood and at other
8	places not.
9	Q. Did you have wood?
10	A. No, there was nothing on the walls.
11	Q. You had cement walls?
12	A. The second year we had wood.
13	Q. At Port Catherines and St. Lambert
14	did you have wooden fenders or rubber fenders or
15	anything?
16	A. There were no rubber fenders at
17	St. Catherines or St. Lambert.
18	Q. In 1959?
19	A. They had wood fenders after.
20	Q. You have them now. Is it satisfactor
21	Cto you?
22	A. Yes, rubber are better.
23	THE CHAIRMAN: We will have an adjournment.
24	
25	A SHORT RECESS.
26	
27	FOLLOWING THE SHORT RECESS:
28	CONTINUATION OF DIRECT EXAMINATION BY MR. LALONDE:

29 MR. LALONDE: Mr. Pintal, before you go further, I notice you stated you had a speed limit in the



ver

ANGUS, STONEHOUSE & CO. LTD.

TORONTO, ONTARIO

1	
-	

English

2 3 4

5

7

8

6

9 10

11 12

14

13

15

16 17

18

19

20

21 22

23

24 25

26

27

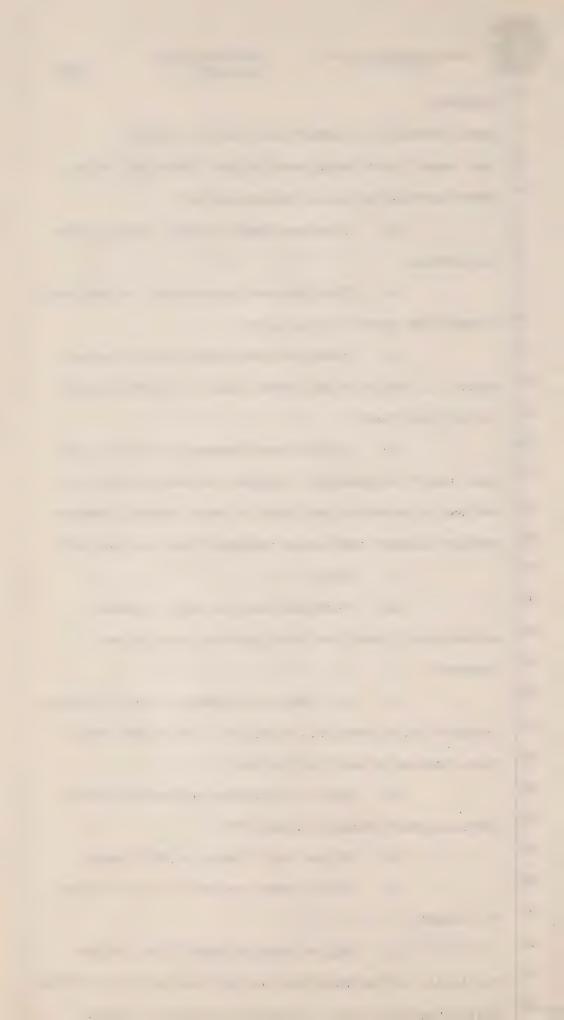
28 29

30

that s	peed :	limit 1	being	seven	miles	. What	are	these,
seven	nauti	cal mi	les or	stat	ute mi	les?		
		Α.	They	are s	tatute	miles,	that	is or
the bo	ttom.							

canal between St. Lambert and Lake St. Louis.

- Q. That is over the bottom. Do you have a dead slow speed on your ships?
- A. Some have dead slow speed of seven knots. If you have any strong wind it is pretty hard to get that limit.
- In fact what happens, do you go over that limit? In practice, suppose you have a ship and the way it moves at dead slow is seven knots. I presume you are already over seven statute miles, are you not?
  - Yes.
- Then you have the wind, it would autòmatically mean you would go over seven miles, I suppose?
- A. No. This is a problem too. If there is any traffic ahead of us well we have to use one of those basins or hope for the best.
- One of the basins appearing on the previous chart which is chart 452?
  - Either No. 1 basin or No. 2 basin.
- Do you have any speed limit in Lake St. Louis?
- A. No, we have no speed limit in Lake St. Louis, but on this side across Shaddow Bay to Pointe Claire there are lots of summer residences, boating,



yachting, and we have to use slow speed.

Q. For fear of flooding Mr. Brisset's summer residence, for instance. What is slow speed in a case like this?

A. Well, a ship of say 14 knots, slow speed might be five or six.

Q. Now let us get back to Beauharnois.

You have given information about the difficulties of the approach wall at Beauharnois. Do you have anything to add or are you ready to proceed in the lake?

A. I would like to point out that this approach wall, Beauharnois, if there is a large laker tied up at the limit of approach and if there is a ship of medium size the dispatcher will send him behind so he will difficulty with manoeuvring the corner.

Q. Manoeuvring?

A. Manoeuvring with that corner on account of the currents, but the dispatcher insists on going ahead of the second ship so the traffic will move.

Q. So you have to do it?

A. I have to do it.

Q. Now -- ?

A. We are at the limit of approach and we wait for the green light. When the green light comes on we proceed in the lock, the same at St. Catherines and St. Lambert.

Q. Is there any current itself in the enclosure which is constituted by the two sides of the entrance of the lock?

have

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

24

25

26

27

28

29

30

English

- A. Yes, Imarked it with red pencil on If you are in that far the current pulls you out and you have to govern your ship accordingly.
  - So you take your ship in the lock? Q. \_
- You take your ship in the lock the same as St. Catherine or St. Lambert.
  - Q., Yes.
- And then when the lock is ready -there is twin locks there, there is an Upper Beauharnois Lock and a Lower Beauharnois Lock, and suppose there is a ship in the Upper Beauharnois Lock according to the rules of the road on the Great Lakes downbound ships always have the right of way, that means he takes the side he wants so the upbound ship will have to go around At Beauharnois, for instance, in the pool between the two locks, about 3,000 feet, 250 feet, that means if he had a contrary wind and a ship in the Upper Beauharnois Lock decides to take the right side I have to go to the left.
  - Q. What do you do, do you anchor in the podl?
  - No, we can't anchor. We just go around.
- 23 It is all locks.
  - Q. No ships is stopping in the pool, you were just proceeding.
  - Q. On one side there is a pier built in concrete with wood fenders and the other side hasn't got any, it is just rock cut straight down. A large ship in the Upper lock -- you get a pier ahead of it, your ship has to go round, even with contrary winds.

	English
--	---------

It makes it difficult. We have to do it if the downbound ship asks for one whistle. We have to go down and proceed in the Upper Beauharnois Lock. There is a little current in the pool.

- Q. Would you point out on chart 454, Exhibit 454 which direction, the direction of which it is?
  - A. South.
- Q. Would you circle what you call the pool imblue?

THE CHAIRMAN: This area in between the Upper and Lower locks.

THE WITNESS: This is the pool, it is 3,000 feet long and about 250 feet wide.

- Q. There is a current inside that pool?
- A. We call that valve.

MR. LALONDE: Q. Control valve?

A. The overflow.

THE CHAIRMAN: Is the water going over the spillway?

THE WITNESS: With the pump, the Upper Beauharnois Lock, it will fill the pool if they don't have the overflow. That makes the current going on the north side.

MR. LALONDE: Q. Do you know where the control valve is approximately?

- The overflow is on the north side.
- Q. Would you indicate in green on the chart where is the overflow?
  - A. Yes, the valve control is there.

6

2

3

4

5

9

8

1011

12

13

14 15

16

17

18

19

20

21

22

23

24

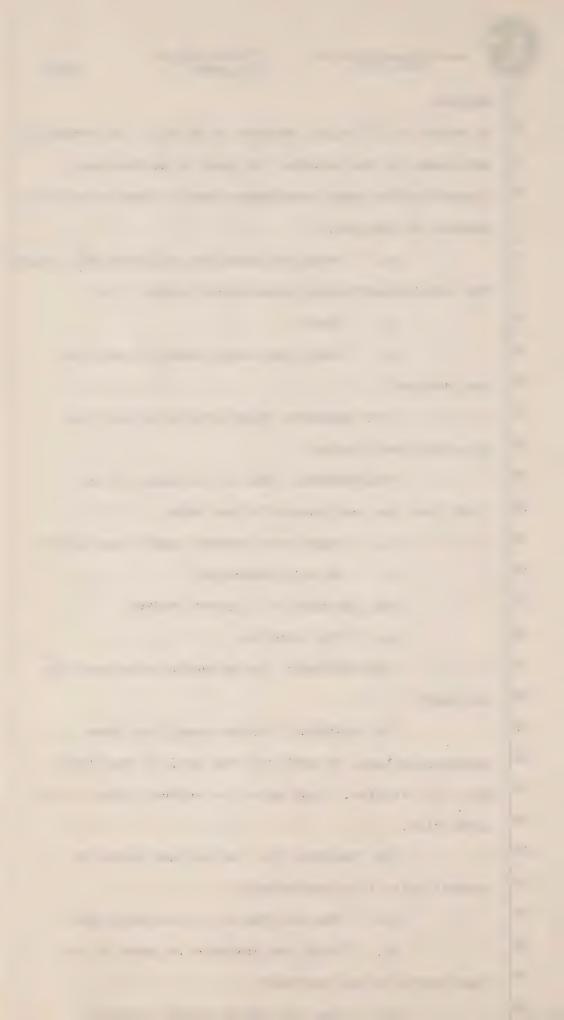
25

26

27

28

29





En	07	1	sh

Lock.

ANGUS, STONEHOUSE & CO. LTD.

- Q. Indicated in green at the . .
- A. Entrance of the Upper Beauharnois
- Q. Upper Beauharnois Lock. This is the factor which .
  - A. Makes a current in the pool.
  - Q. Makes a current directed south?
  - Α. That is right.
  - Q. Southerly?
- Α. Then we proceed after we pass that ship, we proceed in the Upper Beauharnois Lock and it is the same procedure as otherwise.
- Q. There too you have a green light and get orders from the lock master?
- A. Get orders from the dispatcher to enter the lock.
- Q. Is there any approach wall to that lock where you can tie -up? Suppose you have a ship going down and she decides to tie up or to go by on the right side.
- Α. What is the general practice if we have a strong wind, I will call the other ship in Upper Beauharnois Lock and tell him to come down threequarters of the pool and tie up there and wait until I go around him and then proceed to the wall myself behind him.
  - And tie up yourself? Q.
- Not tie up the ship if the light is green, but take the wall and watch the fender so I won't

2

3

1

4

5

6

7 8

9

10

11

12

13 14

15

16

17

18

19

20

21

22

23

24

25

26

27

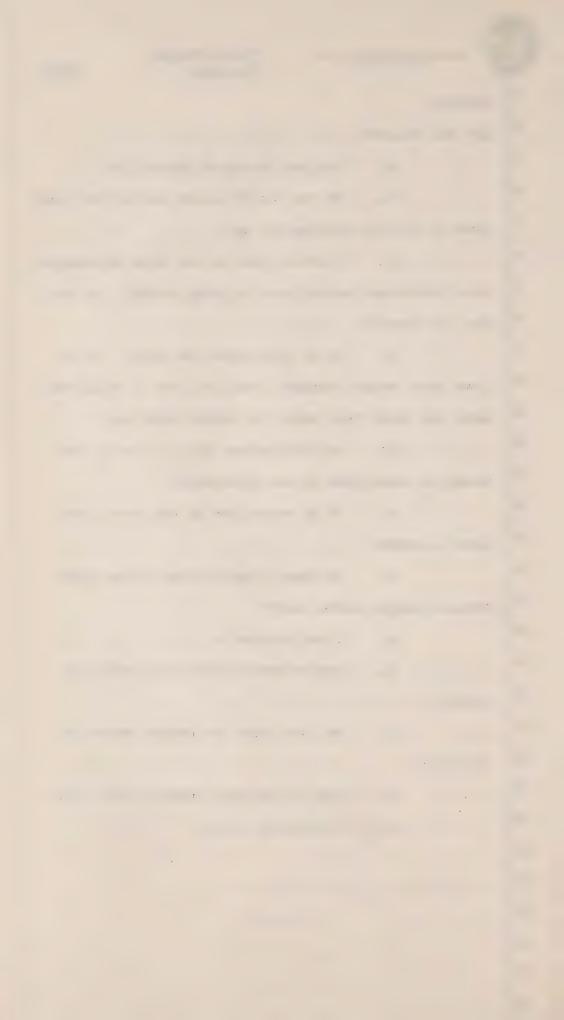
28

29

1	1
2	
2	1

hit	the	concrete.		

- Q. Can you tie up on this wall?
- A. Oh yes, on the south side of the pier there is a place you can tie up.
- Q. I notice that in the Upper Beauharnois
  Lock there is an indication of a swing bridge. Is that:
  the lock itself?
- A. It is just above the gates. It is a New York Central bridge. When the lock is ready the gates are open, they swing the bridge open too.
- Q. Is this bridge, do you know if that bridge is controlled by the lock master?
- A. It is controlled by the tower, the tower operator?
- Q. Is there a man for the bridge apart from the people in the tower?
  - A. I don't think so.
- Q. Any particular difficulty with the bridge?
- A. No, they open the bridge before you come near.
  - Q. What is the next thing in your trip?
  - A. Leaving the lock.





Leaving the lock here, you have got to be on the alert too. There is a strong current all then way through that canal from Beauhannois to Valleyfield. This canal is not only a ship's canal, it's a power canal that feedsthe powerhouse at Beauhannois. That makes the current all the way through it.

- Q. Which direction is the current all the way through?
- A. Differentssizes, so on leaving the lock here (indicating).
  - Q. At Upper Beauharnois?
- A. At Upper Beauharnois, if there is any downbound traffic, he will like ask for to pass on the left side to counteract the current and manoeuvre ---
- Q. You say left side. Left side of whom and what?
- A. On port side. He will ask for two whistles, that means that he intends to pass on the port side.
  - Q. Pass you on the port side?
  - A. That is right.
- Q. You going up, the ship going down will pass you on the port side?
- A. Yes. On my left to counteract the current so he can manoeuvre to that pier.
  - Q. Which pier?
  - A. Upper Beauharnois Pier.
  - Q. For downbound ships?
  - A. Yes and here I would like to turn

/MR/RPS



around and make that ---

ANGUS, STONEHOUSE & CO. LTD. TORONTO, ONTARIO

- You as going up?
- Yes, just to show how that pier is working. The downbound ship here will have to manoeuvre as slow as possible. He has three or four knot current. The pier, the concrete wharf has holes in it to let the water pass.
  - Q. A hole in it?
- A. Holes in the contrete to allow the water to pass for the powerhouse which makes the current and drags you to that pier and with the current you have already on your stern it is very very hard job to make that pier.
- Q. It is pretty hard for the ship going down to make that pier?
- A. Especially if you have a turbine ship. Their movements are slow and they haven't got the stern power as a motor ship. With the speed you are going in there it is pretty hard to stop and here again to land men on that pier with that landing boom they have, it is still a dangerous practice. Linesmen should be there.
- Q. You were proceeding up. You have pointed out the difficulties of a ship going downbound at the approach wall of the Upper Beauharnois Lock?
  - Α. Yes.
- You are going upbound with your own ship. What problems do you meet?
- It's traffic and the current we have Α. to be on the alert always, the constant current that runs

1 2

3

4 5

б

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

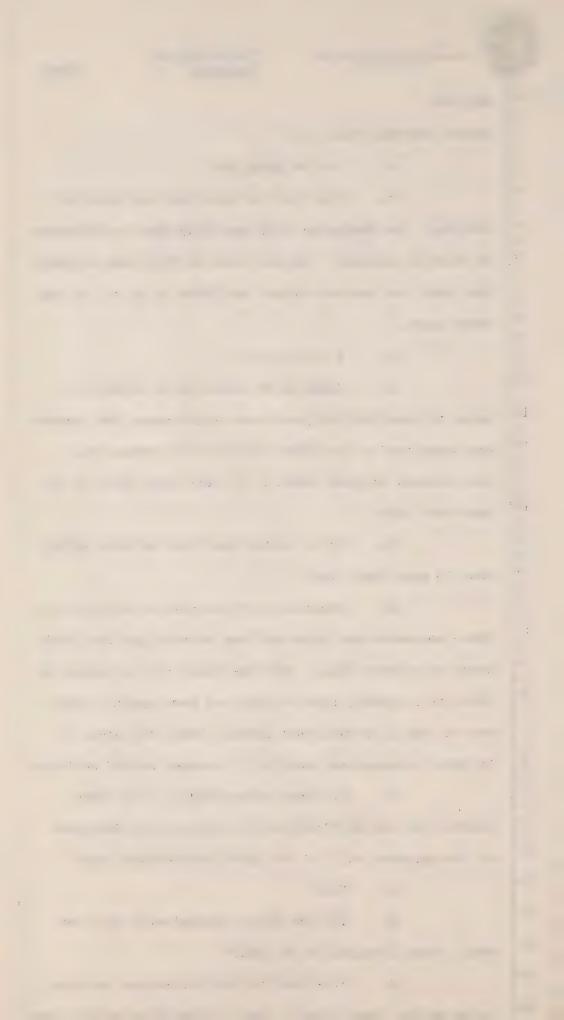
25

26

27

28

29



2

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

to the south from the pier to buoy 13B.

- Would you indicate the direction of this current?
- And here again we are regulated by limit of speed.
  - Q. Which is what?
- A. From the Upper Beauharnois Lock to the St. Louis bridge it's 36 minutes.
- Q. You are regulates by minutes? What does it representeby speed?
- With the current about nine miles an hour.
- Does the regulation point out that Q. you have to make itain not less than 36 minutes?
- They are not emphatic on that. Sometimes you get in downbound traffic. Of course he has the right-of-way again and if we are close together at the bridge, he has the right-of-way and I have to wait there. It presents some difficulties on account of current.
- Q. You said you have a southerly current to buoy 13B. Does it change after that buoy?
- A. No, it's about the same current approximately to buoy 20 to the bridge, St. Louis, which is very strong.
  - This current is very strong? Q. .
  - This current is very strong in the Α.
    - Now that channel is 27 feet deep. How Q.

27

28

29

bridge.

wide is that channel?

TORONTO, ONTARIO

- The channel is 500 feet wide, 500 to A . 600 feet wide.
  - Can you anchor in the channel? Q.
- Yes. From St. Louis to Upper Beau-A . harnois it is possible to get out of the channel and anchor there but you will swing around and if you want to go back down again, well you cannot do it on account of that current: got to come way across St. Francis Lake anchorage there and turn around.
- Q. \_ If you have a ship going down, you say the current will swing you around?
- A. Well if I anchor, will go around my anchor.
- And you have to go back to Lake St. Q. . Francis anchorage?
- A. Suppose there is a breakdown in the lock here (indicating), I have orders to anchor someplace. It would be done outside of the channel from St. Louis to Upper Beauharnois. You can turn around in quite a few places but when you have orders to proceed and everything is ordered, in repair at the lock, when I have orders to proceed back down again, I have to go way up the lake here and turn around.
  - Q. Why?
- Because your ship will have been turned around by the current. The current is too strong to swing back.
  - Q. If you have a stern anchor would that

2

3

1

4

5 6

7 8

9

10 11

12

13

14

15

16

17

18

19

20

21

22

23

24

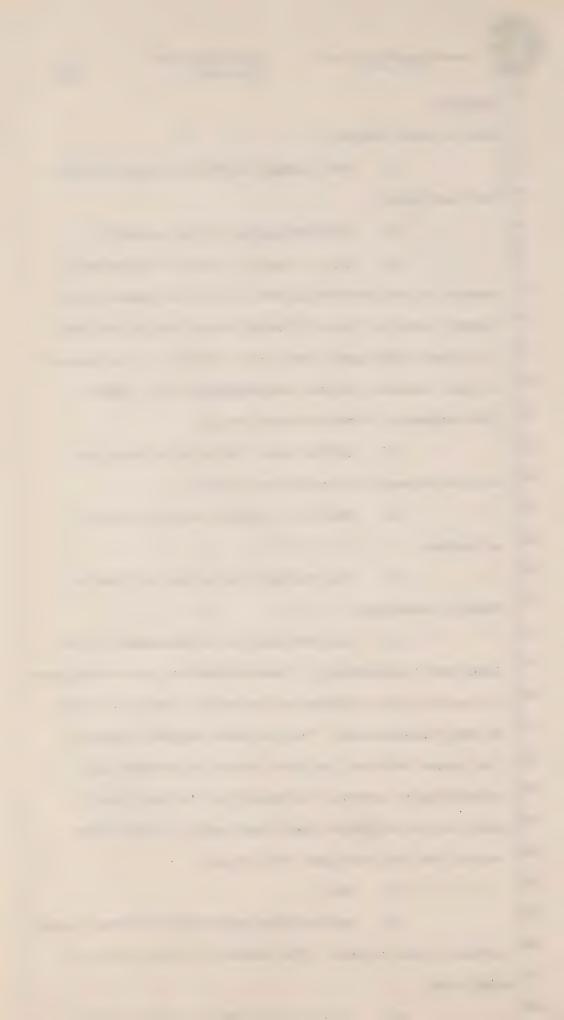
25

26

27

28

29



English
---------

keep you in place?

- A. It would help.
- Q. What about St. Louis bridge? What kind of a bridge is that?
- A. It's a lift bridge, a C.N.R. lift bridge and between the abutments, a hundred and seventy-five feet wide. You can't meet in there with large ships, it's too small.
- Q. Can you communicate with people on that bridge directly?
  - A. No.
- Q. How do you do it? By calling Beauharnois again?
- A. Yes. If they fail to open, the dispatcher will call for us to try and find out what was wrong, and then call us back again. With strong winds or with current, wait too long, well the ship could be im trouble.
- Q. Do you, to your knowledge, or did some pilots ever have difficulty at that bridge?
- A. I had heard so, lots of them, they have difficulty.
  - Q. Yourself, did youl have any trouble?
- A. Not myself, and if you are here in a downbound ship, the bridge fails to open, he cannot turn around here and anchor.
  - Q. So what he has got to do? Go back?
- A. He will try to start his ship and wait for the best.

Q. Now let us suppose you pass the St. Louis Bridge how is the current further up?

A. The current at St. Louis Bridge is still to the south up to buoy 30B. At buoy 30B the current will change and will drive you to the north. From buoy 30B to buoy 41B you have a strong current but pretty well straight.

- Q. Would you make a red arrow in the direction of the current?
- A. From buoy 41B at the shipyard, it is not actually on that chart. There is the shipyard (indicating).
- Q. Would you put a mark on the chart with a big X. What kind of a shipyard is that?
- A. It's the Hydro Quebec dredges and scows and barges. There is a strong current comes from Valleyfield bridge to that shipyard from the south. Still here ----
  - Q. That is where? What is "here"?
- A. Still at the shipyard. If you have to meet any downbound traffic, he has to keep away, high in the current to allow the upbound ship to counteract the current and then we have Valleyfield bridge.

  Same type of bridge as St. Louis lift bridge. That opens when he is ready.
- Q. Can you anchor between St. Louis bridge and Valleyfield bridge going up or down?
- A. No. I did last year. at I was was caught in the fog at buoy 33B.

Q. What did you do?

A. I did anchor in the channel. She turned around and I had to come back up to turn around again and proceed.

Q. Had to come back to St. Francis anchorage.

- A. To St. Zo tique in an emergency below the Valleyfield bridge here upbound you can anchor. The current will hold you there with your anchor. She won't turn. Stay there until the bridge is ready and this summer above Valleyfield bridge, they dredged an emergency anchorage again for that purpose, in case the power goes off the bridge or any break in the bridge.
  - Q. That is specially for downbound ships?
- A. Specially for downbound ships. We will anchor there. Of course here will turn up again the current and you have to go back again to turn.
- Q. No ship could turn around in the emergency anchorage there?
- A. Small light motor ships will turn around there and make it, not swing, but with a large ship, no. Your current in Valleyfield bridge is still to the south. Above the bridge, from the bridge to buoy 52 you have a current that drives you to the south to Grosse Point.
- Q. Grosse Point; is that indicated on the chart?
  - A. Yes. Between buoy 22B and 61B.
  - Q. Does the channel widen from Valleyfield

2

3

4

5

7 8

9

10

12

13

14 15

16

17

18

19

20

21

22

24

25

2627

28

29

d=+1 , d=+1 , d=-1 , d=-1

1	
	i
2	

3

4

5 6

7

9

8

10

11 12

anchorage.

13

14

15

16

17

18

19

20

21

22

24

23 DD2

25

27

26

28

29

	A	77	77-77-	02-73	2	de a	67
ridge?							
ISTIBIL							

- From Valleyfield bridge to 61B it's a little wider inthat space for that anchorage which was dredged this summer. From 61B up to the anchorage at St. ZoZotique, it/s a dredged channel. \_
  - Proceeding on chart Exhibit 455. Q.
- This is a completely dredged channel. There is no where to go outside of the channel here, no water in that particular coast from 61B to the
- Q. Would you say then the buoy 28F and 29F? ---
- That is a complete dredged channel, Α. 27 feet deep. Again here you have current.
  - Which direction are they? Q.
  - From the north. At buoy 61 ---Α.
- Is that pointing to the south of Q. That direction of the current is to the north? north?
  - A. From the north.
- Your arrow is pointing towards the Q.\_ north isn't it? Yes?
  - In that red circle there (indicating). Α.
  - Which is No. -- ? Q.
- Five, the calling point for the traffic Α. manager at Beauharnois for a downbound ship, which is 24F.
- What do you call? What are the Q. regulations in that respect when a ship gets to point five?

English	1
---------	---

- A. The regulations are to call the dispatcher and then we have that limit of speed to observe.
  - Q. That is from buoy 24F to ---?
  - A. Valleyfield bridge, 21 minutes.
- Q. 21 minutes, which makes about how fast?

  How many knots or miles?
- A. You have to stop your engines sometimes with the current at Valleyfield bridge, St.

  Louis' bridge. It's a limit of speed about 37 minutes
  with the current. You have to stop your engines to
  make it.
- Q. And then you mentioned the other limit?
- A. 26 minutes, St. Louis to Upper
  Beauharnois. Altogether it's an hour and 37 minutes
  from 24F to Upper Beauharnois Lock.
- Q. Once you have called at this point,
  No. 5, does the dispatcher always order you to proceed
  or are you ordered sometimes to wait and stop or
  something?
- A. He does regulate the traffic like at that calling point. Tell you to slow down or come down to regular speed.
- Q. I presume you must have got in toucher with him before point number five?
  - A. Yes, there is calling point six.
  - Q. You get in touch with him previous

1

5

4

6

8

9

11

12

13 14

15

16

17

18

19

20

21

22

2324

0-

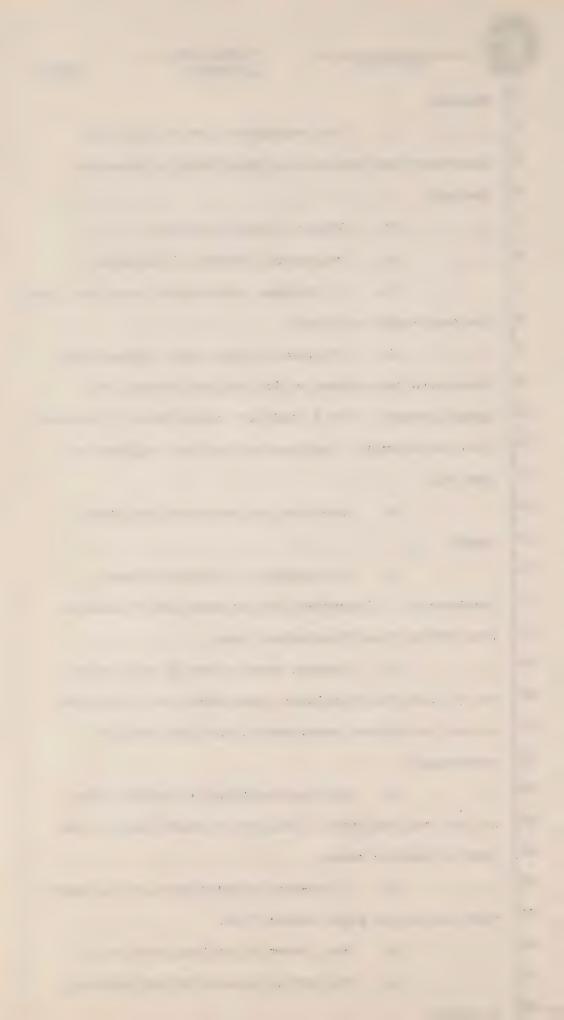
2526

27

28

29

to that?



2

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29

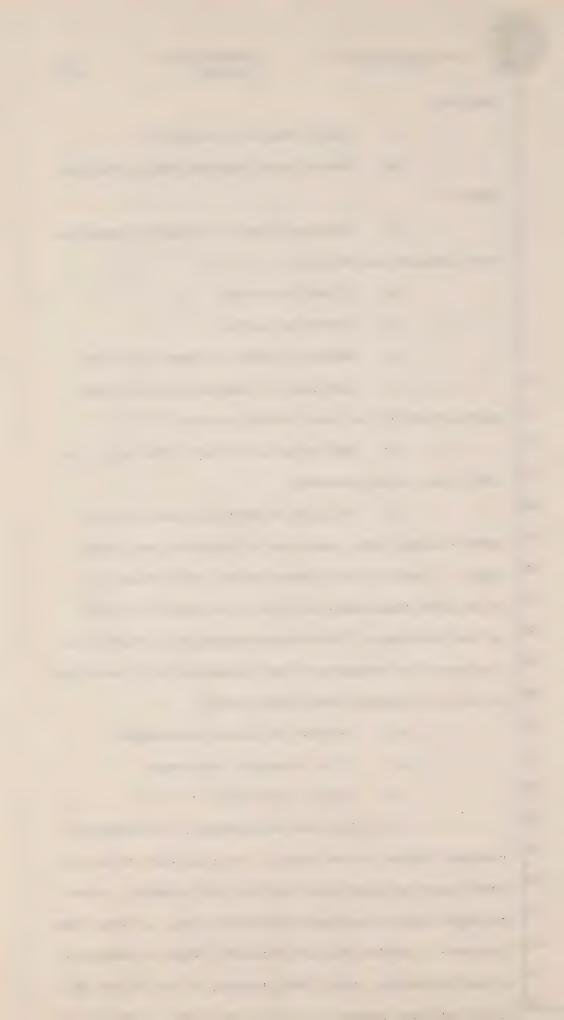
30

English	E	ng	1	i	S	h
---------	---	----	---	---	---	---

ANGUS, STONEHOUSE & CO. LTD. TORONTO, ONTARIO

L	ne	21	.1	S	Į

- Yes. When we pass 28B. A.
- How is that current between 58B and Q. 28B?
- Α. Well you have this kind of direction here findicating) at 61B.
  - Q. Direction south?
  - Α. Direction south.
  - Q. Would you make an arrow for that?
- And then it changes at 28B to the A. north slightly; not very strong current.
- Not quite as strong? You say it is Q. not a very strong current.
- A. As it is a dredged channel if you have a loaded ship, you have to moderate your speed again. Your ship will squat there, won't steer so it is good seamanship to go at slow speed from 28B to the anchorage. This is an anchorage if traffic is too heavy for Beauharnois the dispatcher will order you to stop and anchor here (indicating).
  - Is that a natural anchorage? Q.
  - Α. It is a natural anchorage.
  - Q. At St. ZoZotique?
- It's not wide enough. It should be dredged further to the south. You will have three or four Upper Lakersin here and you are crowded. Seven or eight ships come down and held by fog, all come down together. And then you are crowded. This anchorage is a good anchorage, sand, deep enough, 45 to 48 feet of water and the current is -- when you have to manoeuvre,



1116								
urn	around	the	current	isn't	too	bad	and	th

a strong wind, and then you heave an anchordown and keep turning here. From this anchorage come to buoy 36F.

This is a straight course to McKies Point or Hay

Points.

- Q. This is beginning -- ?
- A. By buoy 40F there is not much current in that course. Water is dredged good until we get to that narrow stretch from Hay Pointe to McKTessPoint.
  - Q. Is McKies Point indicated on the chart?
- A. At McKies Point this is a narrow

  passage and Hay Pointe to McKies in a downbound traffic

  we have to be on the left, sharp current to turn large

  ships. You have to go at a moderate speed.
  - Q. Any current?
  - A. Not to speak of. Not
- Q. It's mainly the narrowness of the channel?
  - A. Especially at hight. From McKies ---
- Q. How narrow is the channel at that point?
- A. 400 to 500 feet. At McKies you come to Pointe Cassault.
  - Q. Which is abeam. ---
  - A. We have a separate range ---
- Q. Then you have pointed out what compoint? You get to buoy 53F, instead of Pointe Cassault. You travel from the ranges on Pointe Cassault.
  - A. To buoy 5337. You will notice a

ANGUS, STONEHOUSE & CO. LTD.

TORONTO, ONTARIO

1

English

6 7 8

10 11

9

12 13

14 15

16

17 18

19

20

21 22

23

24 25

26 27

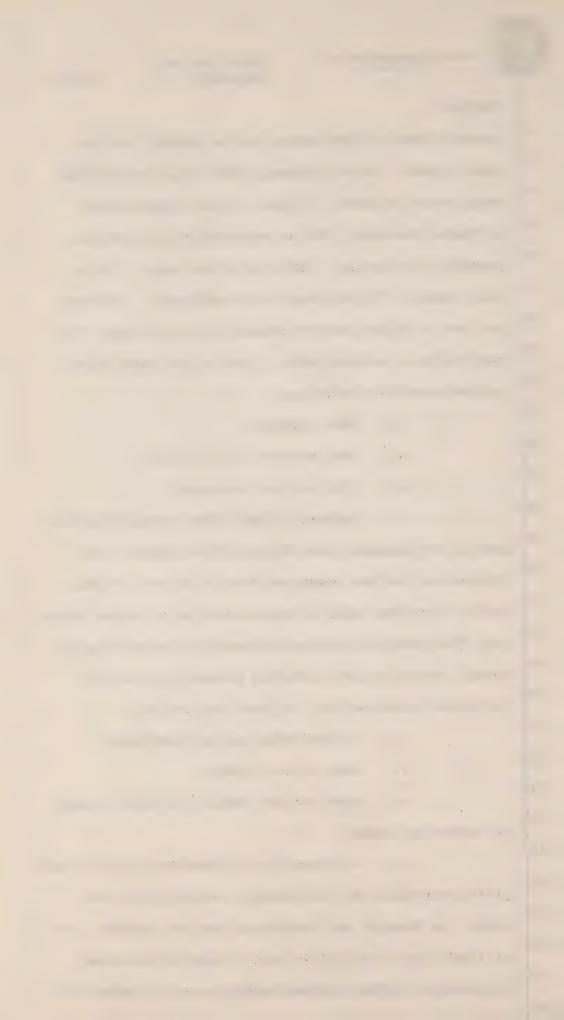
28

29

30

current there on that course and we proceed here at normal speed. Water is good, wide enough for traffic, ships clear in water. At buoy 53F we change course to Pointe Mouillee. For an emergency in fog you can possibly turn around. There is enough water. It is wide enough. You can use it for emergency. And then you have a slight current towards the north here. You come to No. 6 calling point. This is the point that you referred to a while ago.

- What happens? Q.
- When we come to this point ---
- Q. 4 When you are downbound?
- We have to call Beauharnois dispatcher giving our location, the draught of the vessel, here destination and her cargo and then if he has too much traffic down the canal he might order us to anchor around here (indicating) or proceed normally if everything is clear. After we have contacted Beauharnois, we have to contact again at No. 7 in that red circle.
  - Is that when you are downbound? Q.
  - A. When we are upbound.
- When you are upbound you have a point Q. of contact at seven?
- At seven for a dispatcher at Eisenhower giving him again the destination, our location, the cargo, the draught and everything that he requires. He will tell us to proceed at such a speed or slow down or increase. After you pass point seven, he orders you to come up. We proceed. This is a good straight course,



1	
•	
2	
4	

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

Ranges ---

English

current not too hard until we get to Cherry Island.

Abeam buoy 69F. 0.

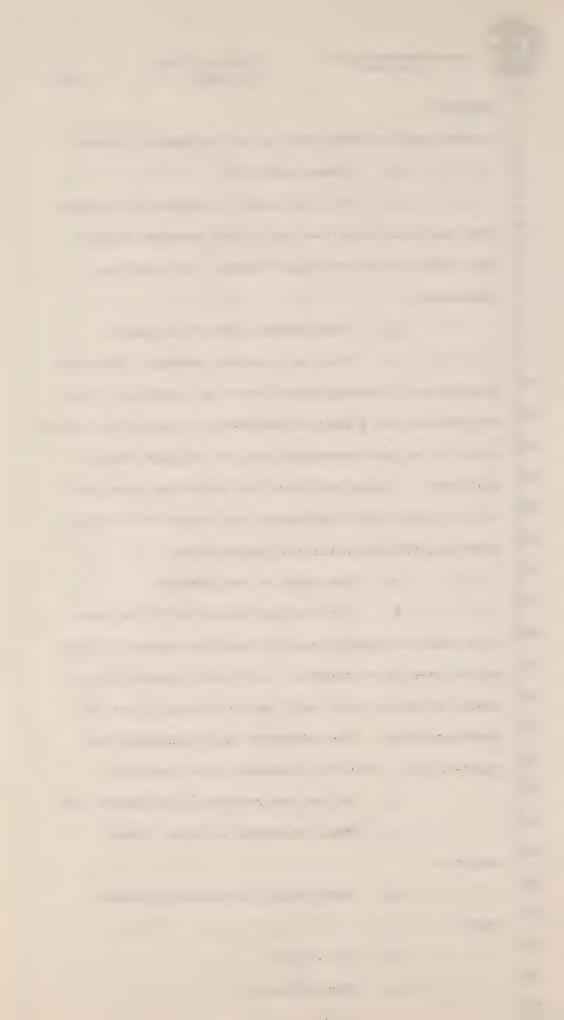
- We will start to notice the current from the south until we get to the traverse at buoy 72F. This is Pointe Dupuis ranges. We call that Lancaster.
  - What happens from this point? Q.
- This is a narrow passage. The water is shallow. The ship won't steer too good and if you are upbound and ashipiis downbound, to make that sharp curve it is good seamanship for the upbound ship to wait down -- check his speed and wait down here until he is through with the passage on account of the bad steering, shallow water for large ships.
  - How wide is the channel?
- 500 feet and water is 27 feet and this curve is pretty sharp to keep the ranges in line, so you have to be careful. It's good manoeuvring to check the speed, wait until he is through, give the downbound ship -- the downbound ship always has the right-of-way. From the traverse, from Lancaster ---
  - We are now proceeding on Exhibit 456. Ω.
  - From Lancaster to Grape Island A.
- Which would correspond to which Q. buoy?
  - 79 -- 81F. Α.
  - From 81F ---Q.

To 86F you have heading lights, range lights that we call Grape Island Ranges.

25 26 27

28

29



PB/RPS 1

English

2

3 4

5

6

7

8 9

10

11

12 13

14

15 16

17

18

19

20

21 22

23

24

25 26

27

28

30

29

Yes?

These ranges give you the middle Α. of the channel exactly. From 81F to 82F you will notice current from the north.

> Q. Yes?

- Then you change course and steer on Thompson Island Ranges. Before you are abeam with the Lower Grape Island Range the colour will change from white to red.
  - Which light? Q.
- The lower light, Grape Island Range will change from white to red. That means when you are coming, your ranges are white and when you pass abeam this light is red. You have a white sector, indicates the colour of the light and when you are passing abeam of that light the light will change to red.
- Q. You are referring to Grape Island Range?
  - Lower Grape Island Ranges.
  - Lower Grape Island Ranges, yes.
- For a downbound ship you wouldn't see it white. You will see it red.
  - And then?
- The light will change white after he has passed. Again here at these Grape Island Ranges we have a current from the north. That changes at Squaw Island from the south.
  - To the north ? Q.
  - To the north. A.

3 4 5

1

2

7

8

9

10 11

12

1314

1516

17

18

1920

21

22

24

2526

2728

29

30

From Squaw Island to St. Francis Island the channel is again narrow and shallow. A ship will squat. She won't steer good. It is good seamanship to moderate your ship or steer it. The current from Squaw Island to St. Francis will drive you from the south and further up from the north.

- Q. As indicated in red on the chart.
- A. At Hylander Shoal and Horseback Shoal there is a bar coming across the channel, easy to feel in the ship. The ship wouldn't steer. If you have to meet another ship there you have to be on the alerb.
- Q. Would you indicate that bar in green on the chart?
- A. After you are up to St. Francis you are coming to Hamilton Island. At Hamilton there is a limit of speed again. That is 12 knots an hour depending on the ship you are on. You are passing close to the shore and you might make dangers if you are a fast ship, deep loaded, you will have to go a lot less than 12 knots. You will have to proceed at six, even four knots on some ships.
- Q. Does that speed limit apply to all ships up and downbound?
- A. All ships up and downbound. It is limited from Hamilton Island to Snell Island.
- Q. Further down do you have a speed limit on Lake St. Francis between St. Francis and Valleyfield apart from the Seaway Authority limit at Point No. 5?

and the second of the second o

English

2

A. No, we have no limit.

3

4

Q. Fine.

ANGUS, STONEHOUSE & CO. LTD.

5

6

A. From Hamilton Island the rest of the channel to Snell it is pretty narrow. It is the narrowest part of the lake.

7

Q. There again what is it approximately, how wide?

9

10

A. 500 feet, 550, some places maybe 600.

I don't go that way. You have currents that occur
here at Hamilton Island. The current will push you
to the north. From Hamilton Island your next course.

11 12

Q. The current will push you to the north or to the south?

14

13

A. To the south. From Hamilton Island we come to Stanley Island. This is marrow once again and the current is there to the north.

1617

15

Q. To the north?

18 19

A. To the north. If you have to anchor in an emergency you have to be careful of the electric

2021

cable across the channel, Stanley Island to Renshaw Island.

22

From Standey Island you come to Clarke Island. The current is from the north, quite strong. Meeting

23

ships again here you have to be on the alert. It is

25

narrow. The ships wouldn't steer so good. From Clarke

2627

Island we come to Canal Island. There is an anchorage at that place. If the dispatcher has too much traffic

28

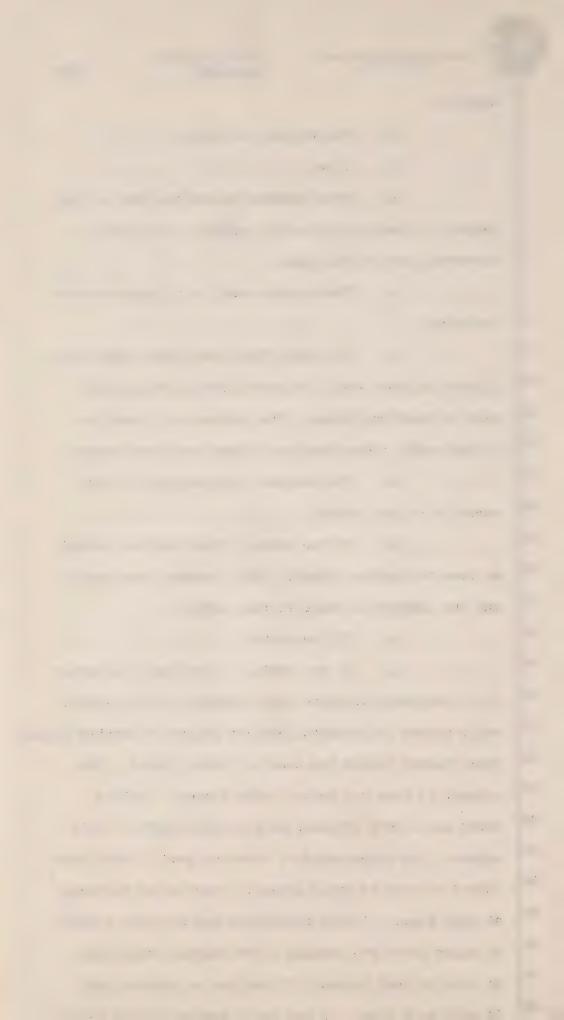
he might order you upbound or for weather conditions,

29

to stop at that island. If you are an upbound ship

30

it will work fine. If you are a downbound ship that has



6

9

27

29

15

16 17

19

20 21

23

25

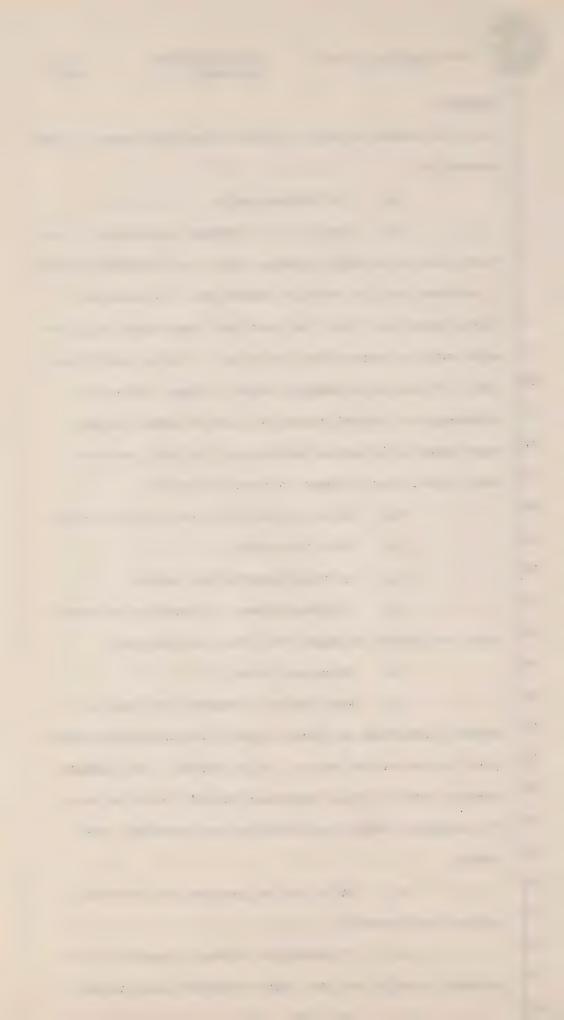
28

30

ng	3118	sn									
0	go	to	anchor	in	here	you	don't	have	much	room	t

o turn around in.

- 0. Is this natural?
- Yes, it is a natural anchorage. Last year I was on a ship, turbine ship, the MANCHESTER CITY, I anchored her for weather, downbound. It took me three hours and a half to head back down again with the wind and the current and the room. I had a pretty hard It should be dredged there, larger. From the anchorage at Channel Island we come to Grass Island. This again is a narrow passage and the ship wouldn't steer good. The current is from the north.
  - Is it to the north or from the north? 0. \_
  - Α. From the north.
  - Is this pointing out south? CQ.
- (Witness makes a correction on chart.) A . This is a narrow passage from Grass to Glengarry.
  - Q. Glengarry Point.
- A. Again above Glengarry you have a natural anchorage on either side of the channel but only good for one or two ships. It is narrow. The current here wouldn't -- your anchorage wouldn't hold so much. If you didn't keep a good eye you are breaking your anchor.
- Is it not as good as the previous one you just passed?
- TIC mean the bottom is good but the Α. current is swift and the anchor wouldn't hold so well.
  - Which direction is the current there? Q.



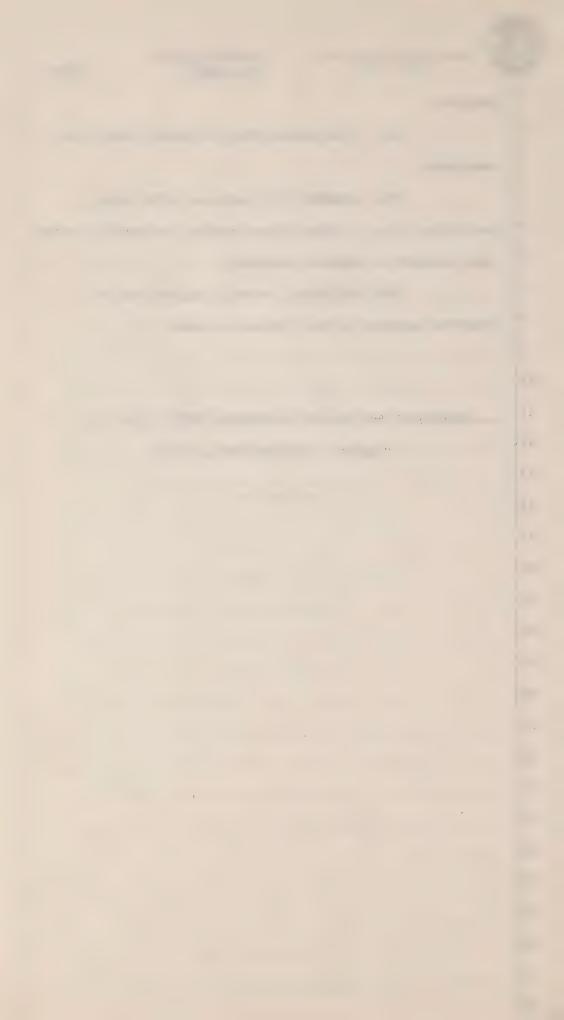
A. She comes from the north, but in an emergency.

MR. LALONDE: My lord, we still have a few miles to go. I don't know whether you want to make them tonight or tomorrow morning.

THE CHAIRMAN: We will adjourn now to tomorrow morning at ten o'clock as usual.

---WHEREUPON THE HEARING ADJOURNED UNTIL 10:00 A.M.,
TUESDAY, NOVEMBER 26TH, 1963.

\* \* \* \* \*



### ROYAL COMMISSION

ON

# **PILOTAGE**

HEARINGS

HELD AT
MONTREAL

P. Q.

**VOLUME No.:** 

85 A

DATE:

NOV 26 1963

OFFICIAL REPORTERS

ANGUS, STONEHOUSE & CO. LTD.

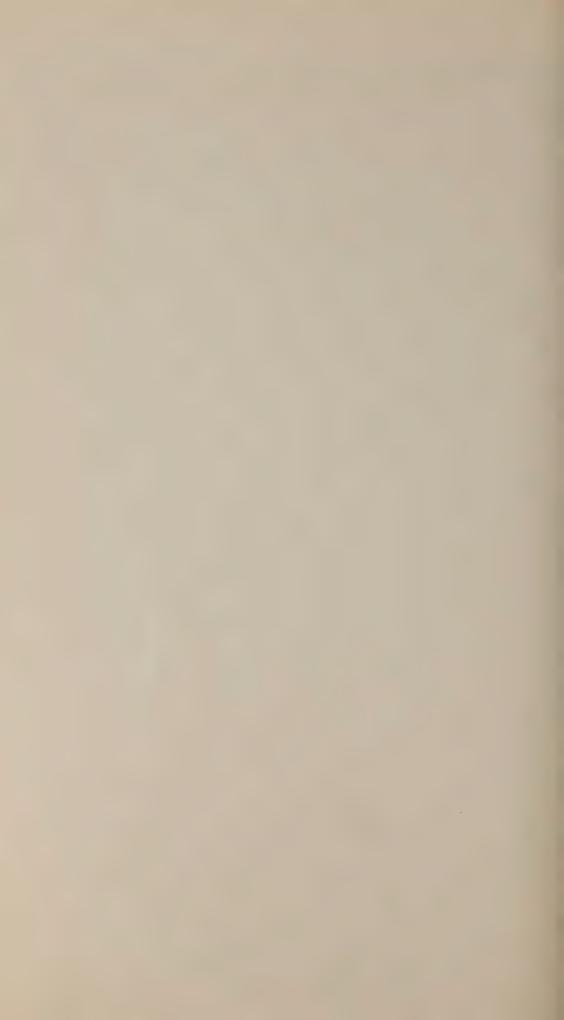
BOARD OF TRADE BLDG.

11 ADELAIDE ST. W.

TORONTO

364-5865

364-7383



### ROYAL COMMISSION

ON

## **PILOTAGE**

HEARINGS

MONTREAL

P. Q:

**VOLUME No.:** 

85 A

DATE:

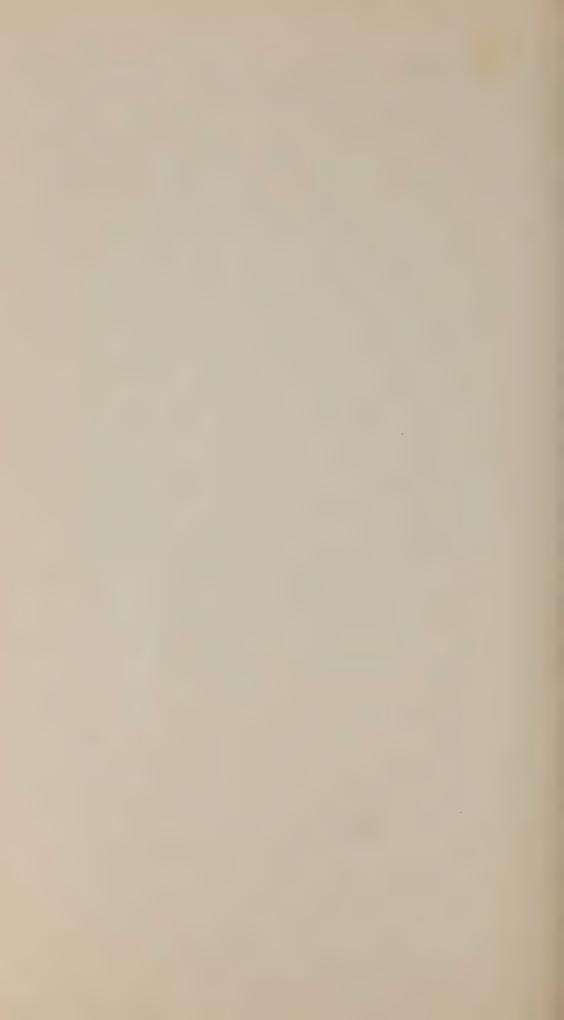
NOV 26 1963

OFFICIAL REPORTERS

ANGUS, STONEHOUSE & CO. LTD.
BOARD OF TRADE BLDG.
11 ADELAIDE ST. W.
TORONTO

364-5865

364-7383



2

4

5

6

7

8

9

10

11

-

14

15

16

17

18

19

20

21

2223

24

2526

27

28

29

30

THE ROYAL COMMISSION ON MARINE PILOTAGE

Proceedings of the hearing held at the Old Courthouse Building, Montreal, Quebec, on Tuesday, the 26th day of November, 1963.

COMMISSION:

The Honourable Mr. Justice Bernier Chairman

Mr. Robert K. Smith Member

Mr. Harold A. Renwick Member

Mr. Gilbert Nadeau Secretary

COMMISSION COUNSEL:

Mr. Maurice Jacques

PRESENT:

Mr. Leopold Langlois, Q.C. for the Canadian Merchant Service Guild

Mr. J. Brisset, Q.C. for the Shipping Federation of Canada

Mr. C. Mason for the Dominion Marine
Association

Mr. Marc Lalonde for the Federation of St.

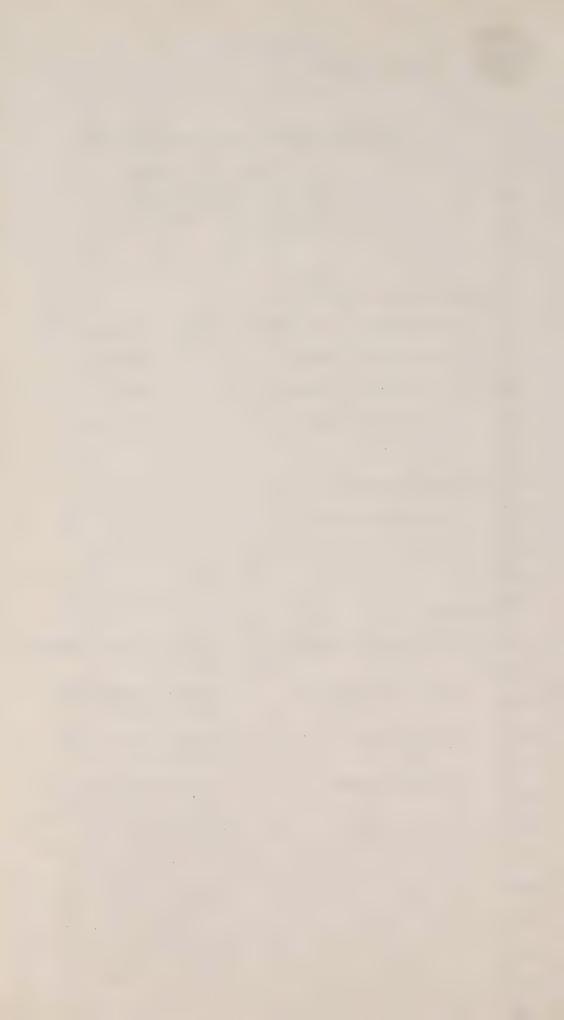
Lawrence River Pilots;

Corporation of the Lower

St. Lawrence Pilots; the

Corporation of the Mid-

Corporation of the Mid-St. Lawrence Pilots; the Corporation of the Montreal Harbour Pilots; the Corporation of the St. Lawrence River and Seaway Pilots; the Corporation of the Upper St. Lawrence Pilots.



#### INDEX TO WITNESSES

3	NAME	PAGE
4	PINTAL, Gilles	
5	Continuation of Direct Examination by	
6	Mr. Lalonde Cross-Examination by Mr. Mason	10485
7	Cross-Examination by Mr. Brisset Cross-Examination by Mr. Jacques	10525 10546
8	Further Cross-Examination by Mr. Brisset	10561
	Re-Direct Examination by Mr. Lalonde Further Cross-Examination by Mr. Mason	10561
9	Further Cross-Examination by Mr. Jacques	10565
10	PERUSSE, Andre	
11	Direct Examination by Mr. Lalonde	10567
12	PINTAL, Gilles (Recalled)	
13	Further Direct Examination by Mr. Lalonde	10596
14	Cross-Examination by Mr. Mason Further Direct Examination by Mr. Lalonde	10597 10597
15	Further Cross-Examination by Mr. Brisset	10600
16	Further Cross-Examination by Mr. Jacques Direct Examination by Mr. Richards	10601
	PERUSSE, Andre (Recalled)	
17	Further Direct Examination by Mr. Lalonde	10604
18	referred Examination by Mr. Datonice	10004
19	* * * *	





## INDEX TO EXHIBITS DESCRIPTION PAGE 2 NO. 3 806 Certified copy of letters patent as well as additional letters patent changing the name of the Corporation 4 in 1961 and ten By-Laws of the 10570 5 Corporation. 6 807 A series of letters or photostatic copies of letters filed in a bundle 7 in connection with the establishing of an apprenticeship system in the Cornwall District between the Corpor-8 ation of the St. Lawrence Seaway 9 Pilots and the Department of Trans-10578 port proposed for 1963. 10 808 Bundle of documents including copy 11 of correspondence between the Department of Transport and the Corporation 12 of St. Lawrence River and Seaway 10588 Pilots. 13 Bundle of documents entitled part of 809 correspondence between the D.O.T. 14 and the Corporation of the Pilots of 15 St. Lawrence Kingston-Ottawa regarding the compulsory payment of pilot-16 10593 age dues. 17 810 Minutes of the general special assembly of the Corporation of Kingston-Ottawa 10607 18 Pilots, November 6th, 1957. 19 Photostatic copy of telegram dated 811 10611 15th of April, 1959. 20 Reproduction of text of three 812 10617 21 telegrams. 22 Correspondence between the D.O.T., or 813 the Pilotage Authority and the Corpor-23 ation of the St. Lawrence Kingston-Ottawa pilots concerning the increase in the number of pilots and transport-24 ation of the pilots between Cornwall 25 and Snell Lock from May 14th, 1959 to 10619 October 27th, 1959. 26 814 Telegram from Mr. Alan Cumyn dated 10629 27 April, 1959. 28

29



Montreal, Quebec. Tuesday November 26th, 1963

10485

English

---UPON

3 4

1

2

/RPS

5

6

7 8

9

10 11

12

13

14

15

16

17 18

19

20 21

22

23

24

25

26

27

28

29

sharp

GILLES PINTAL, Re-Sworn

## CONTINUATION OF DIRECT EXAMINATION BY MR. LALONDE:

COMMENCING AT 10:00 A.M.

Mr. Pintal, you had dropped anchor Q. . last night at the anchorage near St. Regis Island. If there is no fog this morning we will proceed.

I found this anchorage above Glengarry Point at buoy 133F, the current sets you to the south, a slight current and will change at buoy 134F, will set you to the north, slight current again, and will be increasing at Crab Island. From 136F to buoy 139F the current is quite strong there. At this place you have to be very careful with the ships.

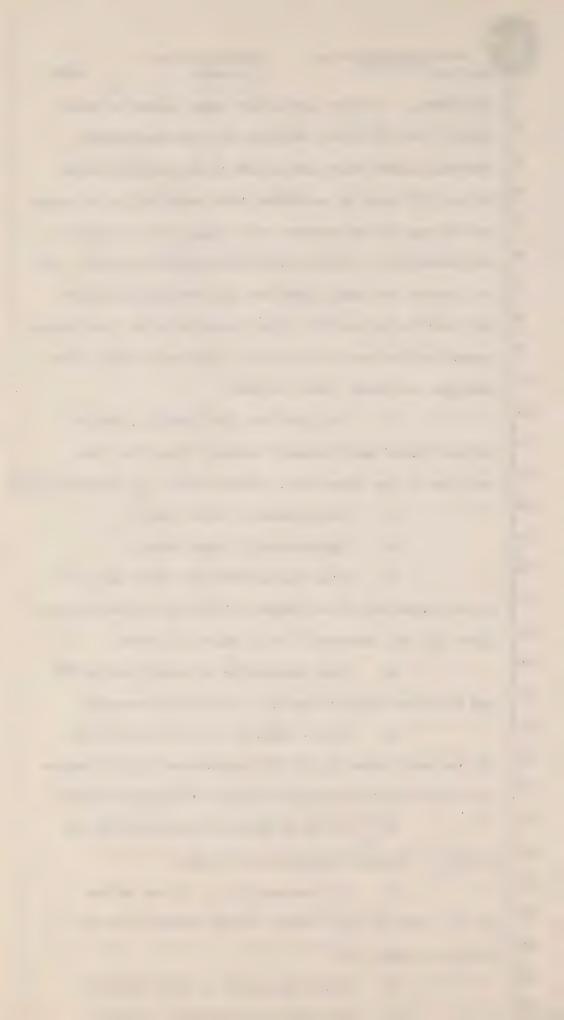
Then you come to calling point No. 8. At this point you have come in contact with the dispatcher at Eisenhower. He will tell you his orders. On this course you have a set of ranges that we call Raquette River Ranges. There is also at buoy 142F current that sets you to the northwest. The line that you see across the channel at buoy Bl is the boundary from the United States with Canada and it is the western limits of my District, just below the line here at buoy Bl.

- Would you indicate it in blue, please? Q.
- Leaving this at Raquette River Ranges we change course and arrive on St. Regis Ranges. There is curve. Meeting boats here at this point is still

ANGUS, STONEHOUSE & CO. LTD.

dangerous. On this particular Regis Island we have
lights from the stern, we have also leading lights,
steering lights they are called up on Cornwall Island.
At buoy R6 there is a current that sets you to the north
and at buoy B7 the current will change and set you to
the south again 'til you are up to Raquette Point. This
is a sharp turn again here and any downbound traffic
you have to be careful. From Raquette Point you change
course and we come to buoy B15. You mostly have there
straight currents, head currents.

- Q. You said you have strong currents at some place near Cornwall Island. Would you have any idea of the speed that current would be, approximately?
  - A. Approximately three knots.
  - Q. Approximately three knots.
- A. Then coming from the lower part at
  Pilon Island and up to Cornwall there is a flow from the
  River and the traverse -- that makes a current.
- Q. Now, proceeding on chart Exhibit 457 and you have reached buoy B15. Would you proceed?
- A. When I pass at Calling Point 8 on the Raquette River Ranges the dispatcher usually orders us to call again at Messena bridge for further orders.
- Q. Which is shown on the chart as the Cornwall, Messena International Bridge.
- A. At this point here, at the bridge we will have to face a very strong current from the bridge to Snell Lock.
  - Q. Which direction is that current?
  - A. In various directions so it is



English

recommended that the speed should be reduced around .

Q. Around what?

- A. Around B15. As we have a current of four to six knots we have to keep enough speed to steer the ship and fight that current. Any traffic leaving Snell Lock downbound should be met below the bridge, so we have to work the speed accordingly.
  - Q. Messena Bridge is a very high bridge?
- A. Yes, high bridge, suspended bridge.

  I think it has a clearance of 180 feet.
  - Q. Clearance of 180 feet.
  - A. High, above water.
  - Q. Do you have piers on the sides?
  - A. Yes.
  - Q. Are they outside the channel?
- A. Yes, they are outside the channel at the edge, and it is about 250 feet wide. Still with the current it is not a place to leave a ship on account of the steering.
  - Q. Yes?
- have to reduce speed but to keep enough to fight that current. That current is due to the St. Lawrence Power Dam that you see on the chart.
- Q. Would you circle it in green on the chart. It is between the mainland of Ontario and Barharlt Island as shown on chart Exhibit 451.
- A. And that current comes from that dam, from Polly Gut and it is marked on the chart. You can

2

1

4

5

67

8

9

11

12

13

1415

16

17

18

19

20

21

22

23

24

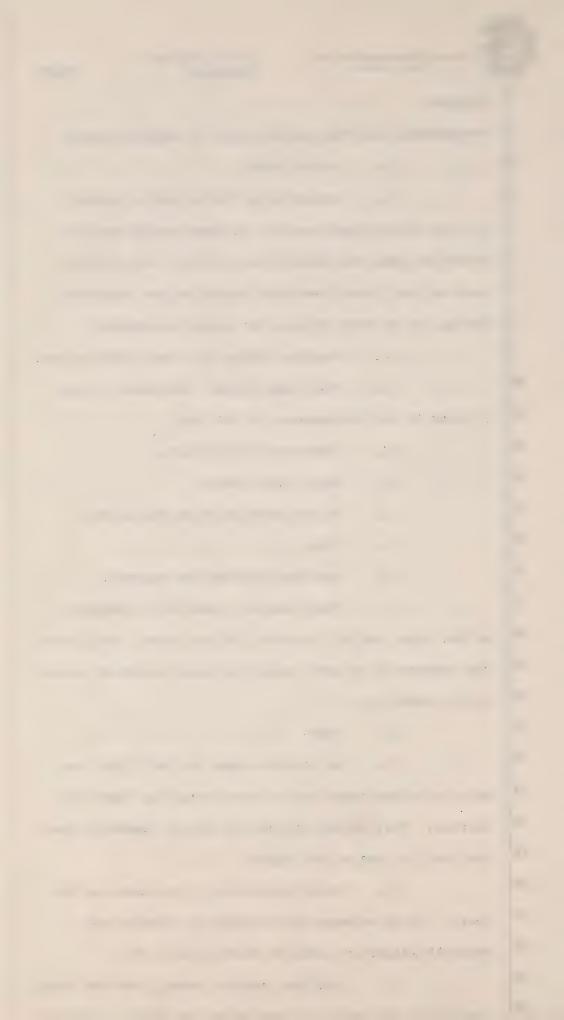
25

26

27

28

29



buoy.

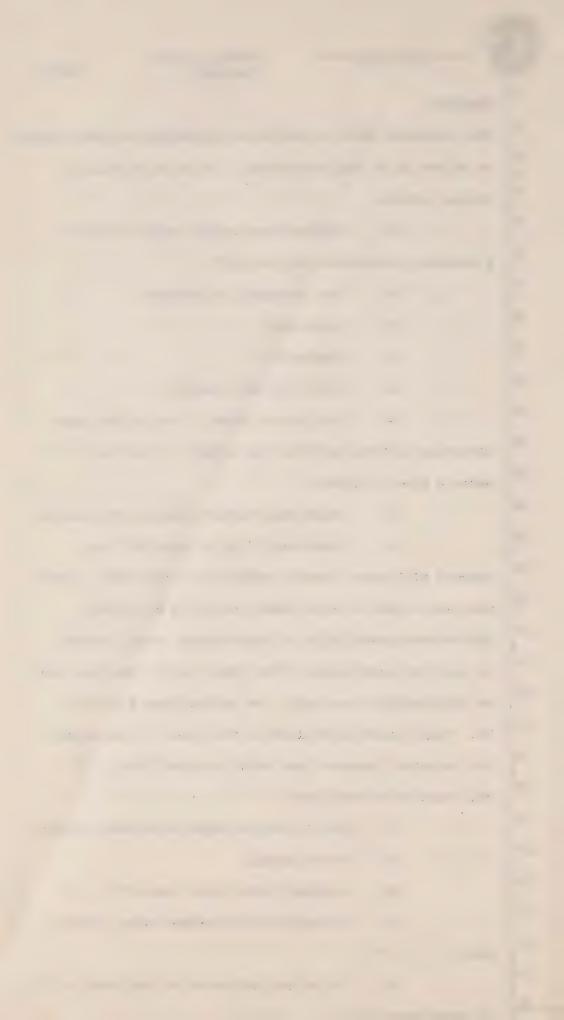
English

ANGUS, STONEHOUSE & CO. LTD.

TORONTO, ONTARIO

face currents three to six knots depending on the turbines or valves up to the powerhouse. You have to face a strong current.

- Q. This current would come in kind of a southerly direction, is that it?
  - A. In a southerly direction.
  - Q. Southeast?
  - A. Southeast.
  - Q. Put it in red, please.
- A. The current doesn't run in the same direction all the way from the bridge to the pier. It makes a kind of circle.
  - Q. Could you roughly indicate the circle?
- A. From buoy 17 up to buoy R16 the current will make a circle and head to the north. Last year and a part of this summer after we were past R16 we were practically in dead waters, slack waters we call it, dead waters, from that buoy to the pier and we could control our ship. We reduced speed to be in the right position to land on that pier. This summer, for technical reasons they built another jetty. It will mark it on the chart.
  - Q. Put it on the chart with green pencil.
  - A. Green pencil.
  - Q. ... Another jetty would come off . . .
  - A. Coming off this island here, by this
- Q. It is not indicated on the chart -- it is above buoy R18.



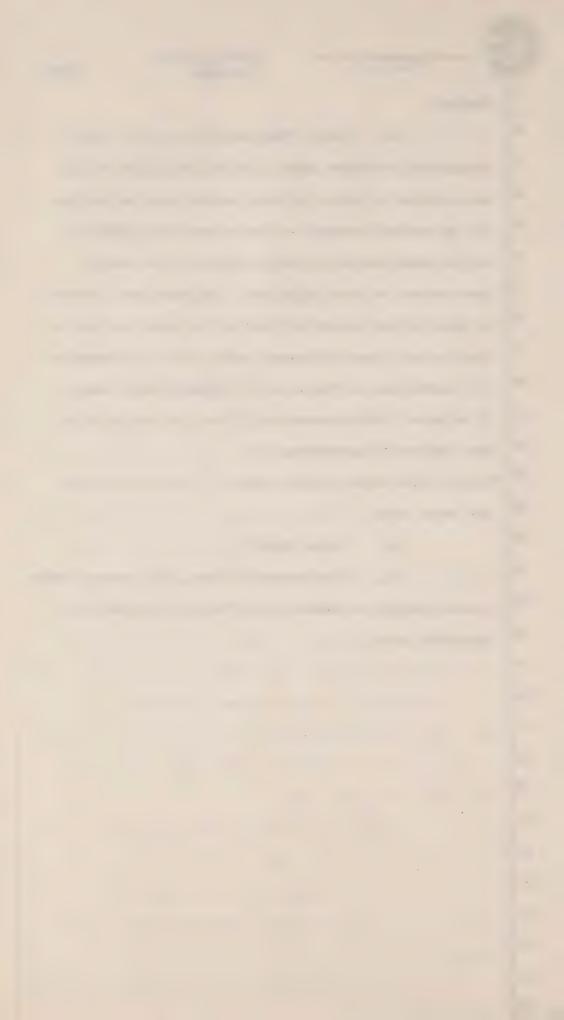
English

changed the currents again. As we are closer to the lock instead of being in slack waters here we are now facing another current, a fast current that makes a circle again and it is pretty difficult to have a good control of your ship then. To fight that current we have to keep speed and keeping the speed we have to land on that pier with speed again, so it is dangerous for landing men as there is no linesmen there again. If we have a little speed with these big ships it is more difficult manoeuvring it.

There is also after you are inside of the pier through the Grass River . . .

Q. Grass River?

A. That comes out here, the current makes a circle again and makes it difficult for manoeuvring around the lock.



English

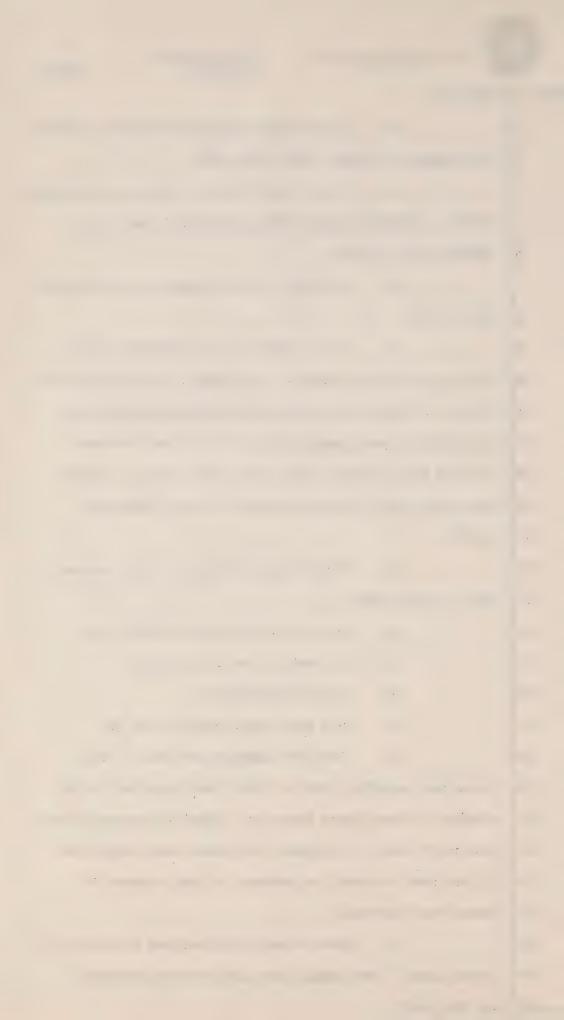
Q. Do you know why they built this jetty you mentioned before above buoy R18?

A. Well I don't know. That is a technical reason. Engineers were making tests all the time to improve this portion.

- Q. Is there an anchorage here just below Snell Lock?
- A. Oh no, there is no anchorage there.

  You have six knot current, four knots. You can't anchor there. If there is wind, strong wind you might drop an anchor to help manoeuvring. It's a soft bottom.

  It will hold but you can't stay still there. Besides that, you will be in the channel for any downbound traffic.
- Q. Now you say you come to the approach wall or the pier?
  - A. We are at the pier at Snell Lock.
  - Q. Is that on the north side?
  - A. On the north side.
  - Q. How many ships can you tie up?
- A. Just one large-sized ship. These piers are usually 1,500 to 1,600 feet long but in the middle of those piers there is a limit of approach that you can't pass so it gives just about your length and if you have to meet, on account of that current it makes that difficult.
- Q. Now you say you land men with landing booms again. The Seaway does not provide personnel at the pier?



English

2

3

4 5

6 7

8

9 10

11 12

13 14

15

16 17

18

19

20

21 22

23

24

25

26

27

28

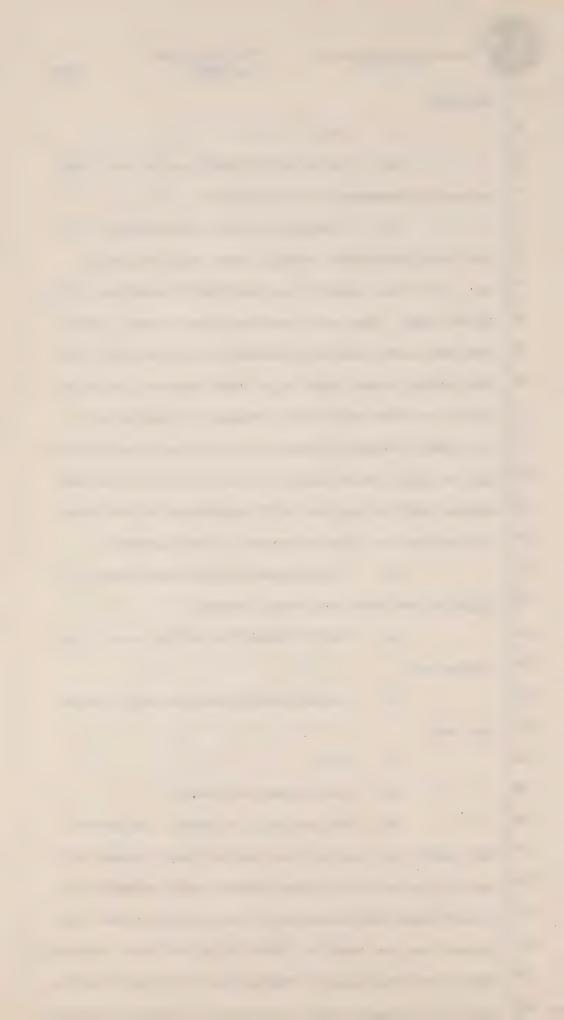
29

30

A	0		No	Э,	

ANGUS, STONEHOUSE & CO. LTD. TORONTO, ONTARIO

- Is it as difficult as you mentioned before at Beauharnois, for instance?
- .A. I would say it is even worse. After you leave Beauharnois, usually they send the crew to bed. It's four hours, four and a half hours run. This is at night. They will send the crew to bed. I mean ordinary seamen and able seamen and all the help. So the Captain always asks us to give them half an hour notice so above the bridge, Massena bridge we tell our orders to the officers and then they have the crew up. At night these men get up and go out at the last minute, half asleep and still dangerous to land them, land men on the pier on account of the current.
- Q. Is it because it is more often at night or are there any other reasons?
- A. Well I think the men are more lively in the day.
- Q. Do you always take the ships inside the lock?
  - A. Yes.
  - Q. Do you stay on board?
- A. We are still on board. We have to wait until the lock is clear and we have a green light and then we go in with the slowest speed as possible. I don't know the reason but we seem to go in that lock faster than you want to. Must be an ebb tide, something that pushes the ship in faster than you expect, so you have to be careful with the engines, stopping your ship



1	1	
4	1	
	1	E
	١	

4

3

5

7

9

12

11

14

13

1516

17

18 19

20

21

23

2425

26

2728

29

30

Engli	lsh
awav	ah

ANGUS, STONEHOUSE & CO. LTD.

away ahead of time before she is right there.

- Q. How many miles are there from the boundary lines which you have mentioned before at St. Regis and Snell Lock where you disembark?
- A. It is roughly an overlap of six miles and a half.
- Q. Is there any particular difficulty getting ships into the lock itself at Snell?
- A. Well like I said it has a current that pushes you in faster than you expect.
- Q. Once a ship is in the lock, the same procedure as the other locks takes place?
  - A. You disembark when the ship is high.
- Q. Where do you go from Smell Lock?

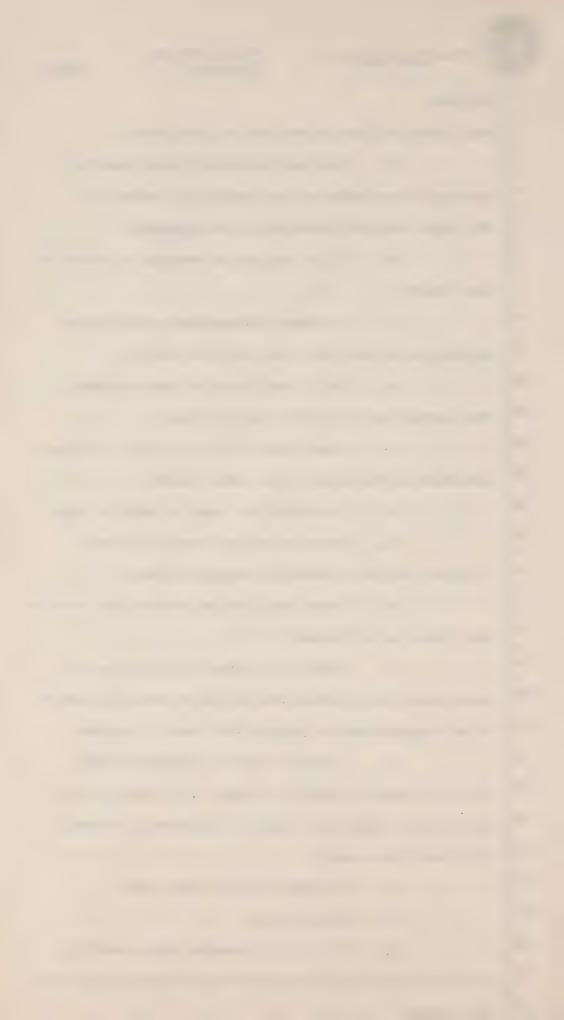
  I notice you are in American territory there.
- A. From Snell Lock we have a taxi service that takes us to Cornwall.
- Q. Would you indicate on the chart in green where the pilotage station is in Cornwall itself?

  It will approximately show on this chart I suppose?
- A. You have the St. Lawrence Seaway

  Authority administration building. It's around there

  (indicating) and then I have a room there in Cornwall

  and I wait for a ship.
  - Q. You wait for the next ship?
  - A. For my turn.
- Q. Is the taxi service always waiting for you at Snell Lock or do you have to wait sometimes for a taxi?



1	
	ı
2	ı

5

6

4

7

8

9 10

11 12

14

15

13

16

17

18 19

20

21

22 23

24

25 26

27 28

29

30

English	
---------	--

ANGUS, STONEHOUSE & CO. LTD. TORONTO, ONTARIO

Is there always a taxi available at Snell Lock?

A. This year it is very satisfactory service. The taxi that the pilot that relieves me at Snell usually drives with him and I drive back.

- Q. Was it not as satisfactory last year?
- A. It is better this year.
- Q. Sorry I interrupted you. You started to say something.
- A. Well I said from Snell to Cornwall there is roughly 21 or 22 miles. Takes about 40 minutes.

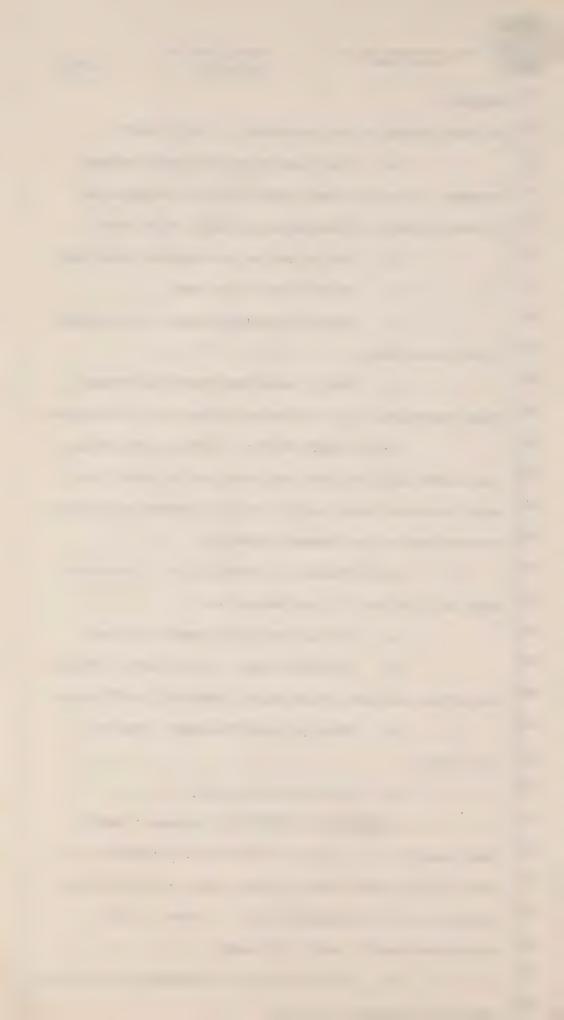
COMMISSIONER SMITH: Captain, following the course that you have indicated on the chart, how many statutory miles is it from St. Lambert Lock to the western end of the Cornwall District?

THE WITNESS: I think it is -- the whole part is 83 miles. If you deduct ---

- Q. Is that to Smell Lock, 83 miles?
- A. To Snell Lock. If you deduct roughly six miles, six and a half miles, that will be 77 miles.
- O. This is to the boundary lines at St. Regis?
  - A. To the western end.

COMMISSIONER SMITH: The reason I asked that question is in some evidence given previously it was indicated that the District, that is the Cornwall District is 103 statutory miles. I didn't quite understand exactly what that meant.

Q. Did you give the distance in statutory miles or in nautical miles?



	Eng	1	1	3	h
--	-----	---	---	---	---

ANGUS, STONEHOUSE & CO. LTD.

A.

TORONTO, ONTARIO

Q. It should show on the chart should it

A. No, it isn't shown on the chart.

Q. Mr. Commissioner it shows on some St. Lawrence Seaway charts I have seen before.

In statutory.

THE CHAIRMAN: We are trying to find out.

MR. LALONDE: I notice, Mr. Commissioner, that in the brief of the Federation they say 83 statutory miles for the Cornwall District and 103 statutory miles for the Kingston District. My previous witness might have been confused between the two Districts or might have made a mistake there. It's the Cornwall to Kingston District which would be a hundred and three miles and a half.

commissioner smith: What this says here is the pilot pilots a ship from Smell Lock to the west end of the District and the District is 103 statutory miles.

MR. LALONDE: Well that is correct. If he pilots from Snell Lock to the western end of the District, that would be Kingston and that would be 103.

COMMISSIONER SMITH: Thank you.

MR. LALONDE: And my friend, Mr. Jacques, states that the St. Lawrence Seaway charts indicate that there is 83 statutory miles from Snell to St. Lambert. That is more to the entrance of the Seaway more than St. Lambert Lock itself.

Q. Are there any other difficulties which



	Engl	1:	3]
--	------	----	----

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

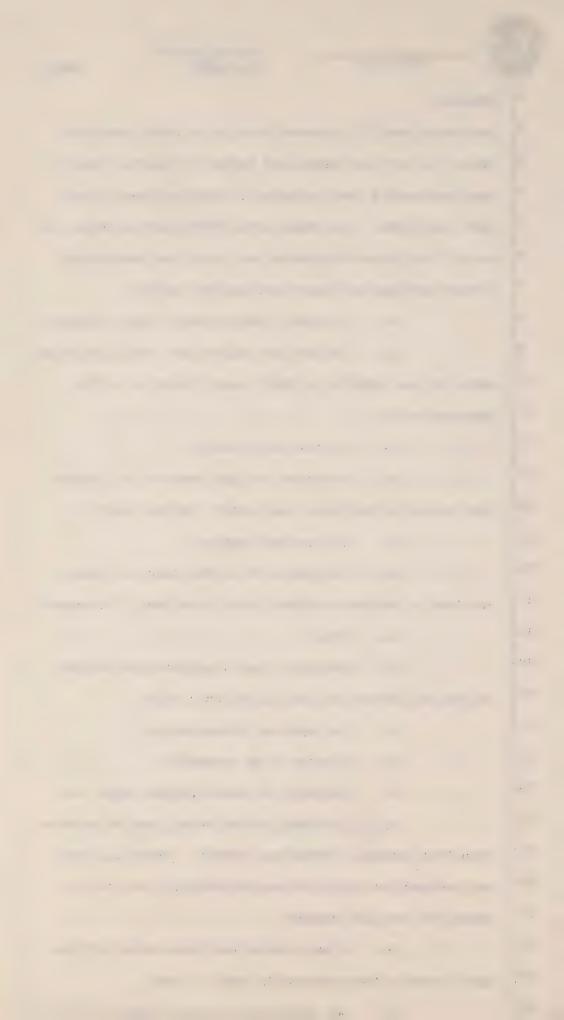
27

you would meet if you were to pilot a ship downbound which you have not mentioned before? I notice that you mentioned a few instances of difficulties if you were downbound. Are there other difficulties which you would like to mention or do you think you have given a fair coverage of these problems you meet?

- A. I think I have given a fair coverage.
- Q. If you are called back for a downbound ship, do you take it in Snell Lock itself or at the approach wall?
  - In the Snell Lock. A.
- Q. And once you get down to St. Lambert Lock where do you leave your ship? In the lock?
  - A. In the lock again.
- You leave it in the lock and there you have a Harbour or River pilot take that, I suppose?
  - A. Yes.
- Montreal, how long previous notice Q. do you get before you are called on a ship?
  - A. We have two hours notice.
    - How is it at Cornwall? Q.
    - We have two hours notice there too. A.
- And that is including your 40 minutes Q. trip from Cornwall to the lock itself? That is, you are ordered two hours before the actual time you are asked for the lock itself?
- I am ordered two hours ahead of time and I leave an hour before the ship is due.
  - At Montreal, how long does it take you Q.

28

29



2

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

	CA		0
-1/	1	1	1
	A ST	P	0
	1		7
11	PAB	43	
4		1	
	- M		

Eng	11	sh
0	ores pro-	100 44

ANGUS, STONEHOUSE & CO. LTD. TORONTO, ONTARIO

to get from your home, or place you stay, to the lock in St. Lambert?

- Well fortunately I live right close A . to the lock at St. Lambert. Other pilots two hours is fair enough.
- How long does it take to make a trip Q. like the one you mentioned, as an average, in your case, the approximate time, not tying you down to minutes, how many hours should we count for a trip from St. Lambert to Smell?
- A. Well last year I had recorded my own and the average trip was 14 hours.
- Q. Is that from the time you board the ship at St. Lambert?
  - Time you sail the ship.
  - From the time you sail the ship? Q.
  - A. Sail a ship to Snell.
- Q. If you board a ship, if I understand well the previous evidence you used to board ships below St. Lambert Lock?
  - A. Last year?
  - 0. Yes?
- Used to board them in the lock last year.
  - Q. In the lock itself?
  - A. Yes.
- So you were practically immediately sailing at that time?
  - That is right. A.

26

27

28



SCAL	10
Z CO	100%
-	<b>S</b>
AV E M	

2

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

English

TORONTO, ONTARIO

Q. From the time you board in the lock itself at St. Lambert to Snell you say it's about 14 hours?

- A. Well my own, and this year it is even worse.
  - Q. Why is it worse this year?
- A . Well there is more traffic or ships are larger and we have to wait longer for locks. have had some trips lately that took 22, 23 hours. I have some too that last me 10, 12. I mean on the average it is still again around 14, 15.
- Q. When you have a trip like this, 22 hours, can you go to bed or rest for a while during the trip or what?
- A. Well when it's a long trip like that, that means we have to anchor someplace for waiting turn. Well I don't go to sleep at anchor. I like to keep an eye on the ship and then there is always radio-telephone calling; the dispatcher calling and most of the time on these ships when they are anchored, they leave 3rd mate or 2nd mate on watch and then we get the language difficulty with the dispatcher and these officers, so we have to be on the -- if I go to bed, I might go to bed in the chartroom or wheelhouse, if there is a bed or a couch there. I don't sleep.
- Does it happen pretty often that Q. you have to do something because of language difficulties with 3rd or 2nd mates being the only persons available?
  - Well there is most of the time the A .

B2

26

27

28

29



2

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

En	gl	i	sh	
----	----	---	----	--

Captain on the run.

ANGUS, STONEHOUSE & CO. LTD.

TORONTO, ONTARIO

Q. When you are at anchor, what you mentioned before, you said that they are at anchor they usually leave the 3rd of 2nd mate I think?

Depending on the watch they are standing on.

Q And you say there might be language difficulty?

A. Well I mean they don't speak fair enough English or French to contact with the dispatcher who wants information.

Q. Is that a rare occasion or frequent?

A. No. It happens often and then they come and call the pilot. Even the dispatcher asks to speak to the pilot.

Q. How many times do you have to report by radio-telephone to shore stations while in transit from Montreal to Cornwall? Minimum?

A. To a shore station? To the dispatching office?

Q. To the dispatching office? To lock masters?

A. We have to speak to them several times for information, calling point and bridges and himself will call too for giving us orders.

Q. Do you communicate yourself directly with the shore station or is it done by somebody else?

> It is done by the pilot. A.

Q. By the pilot?

27 28

29





Eng	7	1	sh
40	alu	alle	2777

ANGUS, STONEHOUSE & CO. LTD. TORONTO, ONTARIO

2

3 cases.

4 5

6 7

8 9

10 11

12

13 14

15

16

17

18 19

20 21

22

24

23

25 26

27

28

29

Α.	By	the	pilot,	in	98	per	cent	of	the

- ۵. You communicate in French or English or do you use both languages during the transit?
  - I use both languages. A.
  - Q. Where is French used mainly?
  - A . With Beauharnois.
- Q. Is a knowledge of French useful in your District for piloting? For transiting?
  - Α. It is essential, to my view.
  - Q. What do you say that?
- The large number of lakers and coastal Α. vessels that speak only French.
  - Q. . You mean lakers?
  - Yes, lakers.
- Are you referring to what we call lake vessels or upper lakers who speak only French?
- A. They don't only speak French but they use French quite a lot with the dispatching office at Beauharnois and with other ships concerning the traffic.
- Q. Do you have schooners from lower down the River in your District?
- Also, and these speak only French sometimes and even on ocean vessels you would have French ships and Italian ships that speak better French than English.
- Q. When you said you had trips last year on an average of 14 hours, and that you lately had a



English

3

4 5

6

7 8

9

11 12

13 14

15

16

17 18

19

20

21

23

24

2526

27

28

29

30

trip	of	22	hours,	for	instance	, did	that	include	the
time	to	get	from	Snell	Lock to	Corn	wall?		

- A. No. The time I finished it.
- Q. The time you finished? From the time you started at St. Lambert and the time you disembarked?
  - A. At Snell.

ANGUS, STONEHOUSE & CO. LTD.

TORONTO, ONTARIO

- Q. Would you state to the Commission how long is your navigation season?
- A. From the 15th of April to the 5th or 6th of December, depending on the weather.
  - Q. Depending on when the Seaway closes?
  - A. Ice.
- Q. Do you meet fog or ice during the time you pilot ships in your District or is ice pretty well all gone or not started yet?
- A. No. In the spring, in the early spring we meet ice and the late fall.
- Q. We have exempt ships. Do they take pilots at certain times of the year or under certain circumstances in particular where they wouldn't take pilots than otherwise referred to? We have exempt ships, like lake vessels, for instance which are not obliged to pay pilotage dues. Do they happen to take pilots, for instance, if there are no navigation aids available in the spring or late fall?
  - A. Yes.
  - Q. Does it happen?
  - A. It did happen.





2

English

ANGUS, STONEHOUSE & CO. LTD. TORONTO, ONTARIO

Q. How are telecommunications in your District?

A. Well the communication, the V.H.F.M. with Beauharnois and Eisenhower Lock are fair enough but halfway across St. Francis Lake we have to contact Cardinal on V.D.Q. to send an E.T.A. into the Cornwall Pilot Office for relief pilot. Well this station is farther up and most of the time it is pretty hard to contact.

- Q. You have dead spots on the Lake St. Francis?
  - A. We have dead spots on Lake St. Francis.
- Q. Could you indicate on chart 455 in green the area where you encounter difficulties in communicating with shore stations?
- A. From point six up to Lancaster Bar I experience difficulties in that section.
- Q. We will connect these two lines together. What do you do when you have such troubles? Do you proceed or what do you do? Do you wait until you can get communication?
- A. Well in that case I have to contact the Eisenhower dispatcher to do it for me but I don't think he has to do it. He does it to help. What he does then, he has no telephone in the Cornwall office, he puts it on the teletype. He puts that E.T.A. on the teletype.
- Q. That is, you can communicate by radio with the Eisenhower -- is it the lock master or what?

3 4

5 6

7 8

9 10

11

12

13 14

15

16

17

18

19

20

21

22

23

24

25

26 27

28

29



2 3

1

4

5 6

7 8

9

10 11

12 13

14 15

16

17

18

19

20

21 22

23

24

25

26 27

28

29

30

A. Dispatcher.

ANGUS, STONEHOUSE & CO. LTD. TORONTO, ONTARIO

- Q. The Eisenhower lock dispatcher who then can communicate with the Pilotage Station?
  - A . He does on the teletype.
- But you cannot communicate with the Cardinal Station?
- A. Not in these dead spots and then I have to give two hours notice but by the time I reach Cardinal, in a good spot, it might be too late to have relief in time so that I contact Eisenhower to pass the E.T.A. but he don't have to do it. He just does it to help.
- Q. Is that a pretty frequent occurrence that you cannot reach Cardinal?
  - Α. Very often.
- To your knowledge has this been a common experience in your District? Does it happen with other pilots? Have other pilots complained to you of the same thing?
  - I have heard say so.
- Q. From your experience do you work more by night or by day in your District or is it approximately the same?
- I work more by night. Usually here in Montreal they unload or load the ships in daytime and they sail at night.
- Q. Would downbound traffic be mainly by day, on the other hand, or is it also at night?
- A. No, it is also by night. It might happen they leave other ports in the daytime but we have





2

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

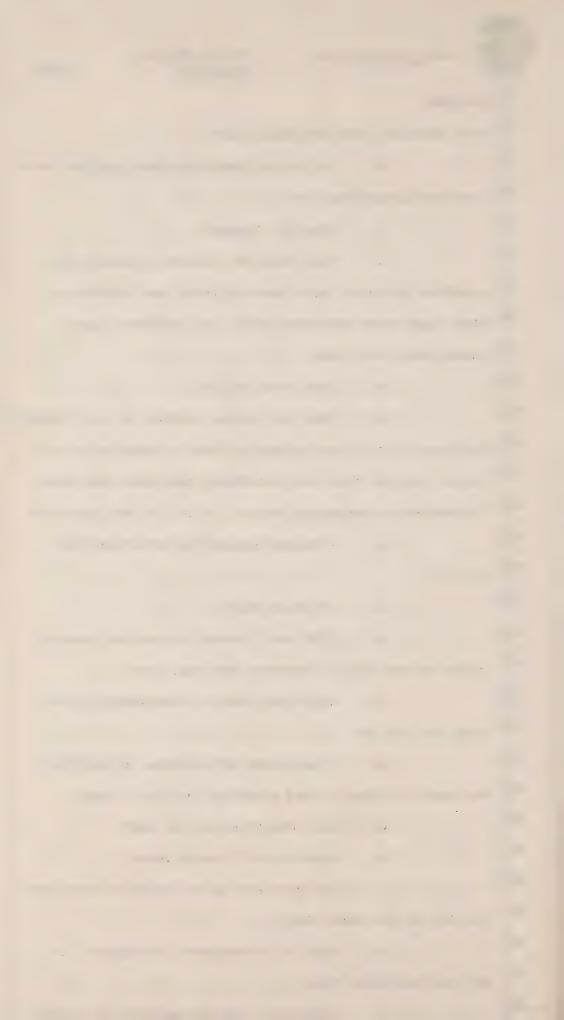
English

more daylight work from Snell down.

ANGUS, STONEHOUSE & CO. LTD.

TORONTO, ONTARIO

- Q. Do you say you have more daylight work from Snell down than at ---
  - Α. From St. Lambert.
- Q. Than from St. Lambert upbound. My question is do you have more daylight work downbound than night work downbound or do you still have more night work downbound?
  - A. It's about 50/50.
- Q. When you became a pilot in your District, how long did it take before you were allowed to pilot ships from the time the Department said that they were interested in employing you as a pilot in the District?
- A. I became a pilot on probation first of July.
  - Q. Of which year?
- 1956 and I passed the second examination on the 16th of November the same year.
- Q. While you were a probationary pilot, what did you do?
- I was going with another pilot from A. Montreal to Kingston and steering for him to learn.
  - Q. . And some steering for him?
  - Steering so I could learn. A.
- Q. You were acting as a kind of wheelsman for him at the same time?
- Kind of a wheelsman for him and for my own experience too.
  - Q. Obviously 1956 you had not the Seaway



	Englis
I	THRITTS

at the time, the St. Lawrence Seaway?

A. No.

ANGUS, STONEHOUSE & CO. LTD.

- Q. You were using the old canal?
- A. That is correct.
- Q. In four months and a half you could train a pilot on ocean-going ships?
  - A. I didn't get your question.
- Q. Would you say that four months and a half was enough, in your case for instance to train a pilot for the Cornwall District?
- A. Oh certainly not, certainly not for four months and a half you cannot train a pilot in these canals.
- Q. Nevertheless, you were trained in four months and a half?
- A. Yes, but they needed a pilot. I finished my examination at 5:30 at night and they ordered me at six o'clook for a ship.
- Q. From your experience in the old system and the new St. Lawrence Seaway system have the difficulties increased or have they decreased comparatively to the old operation?
- A. Well both of them have difficulties.

  The ships were small, the canals were small. Today the ships are large and the canal is large. Ships are bigger and it has more difficulty, of course.
- Q. How long do you think should be the period before a man should be licensed as a pilot, as a full pilot let us say in your District from the time

. .

the second of th

, ';

we produce the second section of

er t

A control of the second of the

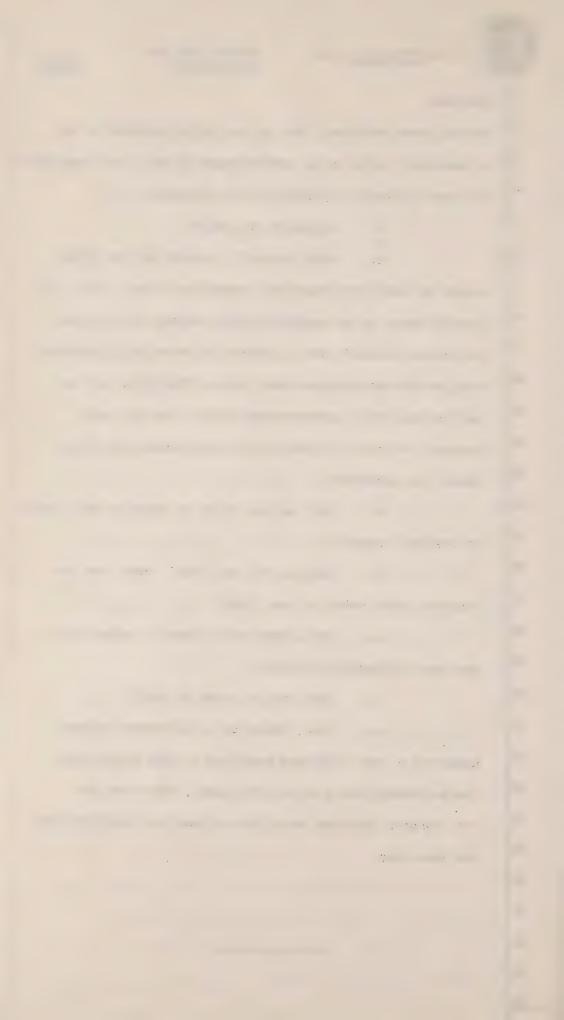
The second of th

English

he has been retained, let us say as an apprentice or a temporary pilot or a probationary pilot, how long should it take to train a pilot in your District?

- A. At least two years.
- Q. What kind of a system do you think would be best from your own experience also? That is, should there be an apprenticeship scheme with younger men being trained over a number of years with training similar to the Montreal and Quebec Districts let us say or kind of a probationary pilot like you were yourself who has got many years experience on lake ships for instance?
- A. Well my own view is younger men should be trained properly.
- Q. Why do you say that? What are the reasons which make you say that?
- A. Well they won't have to experience the same things that I have.
  - Q. What do you mean by that?
- A. Well there is a difference between handling a lake ship and handling a salt water ship.

  The constructions are not the same. The crew are not trained the same way, the engines are not working the same way.



3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

year?

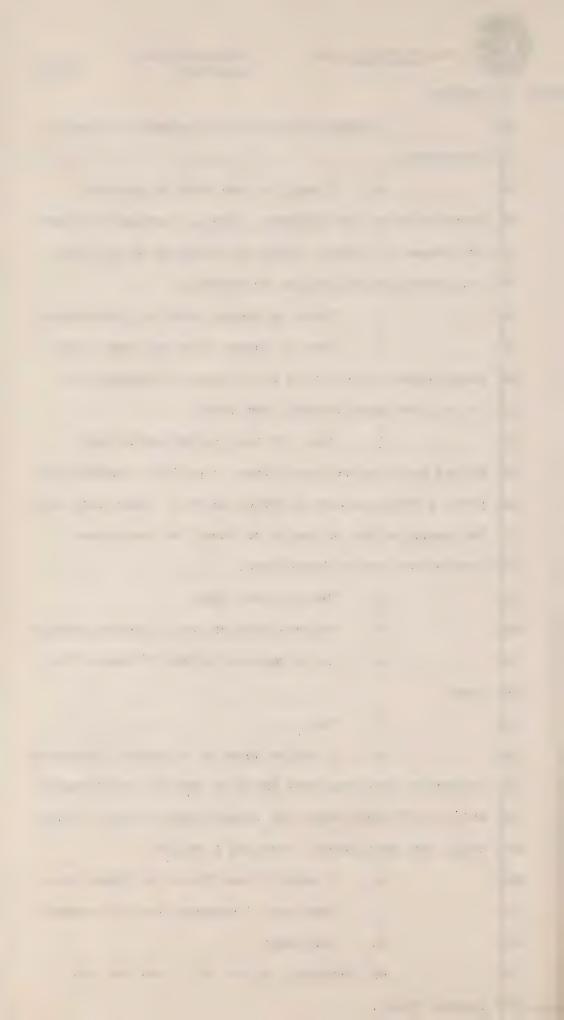
English

I should say with the younger men should learneasier.

- Q. I want to come back to physical description of the District. How are navigation aids? Are ranges all right, buoys all right or do you have any points you would like to mention?
  - A. There is always room for improvement.
- Q. Does it happen that you have light buoys which are reported out of order frequently or do you have good service from them?
- A. Yes, our aids to navigation are missed but when we report them, especially during this year, I think we have a better service. Last year and the years before, a couple of times the buoys were staying out two or three days.
  - Q. Two or three days?
  - Α. But this year we have a better service.
  - Q. Is it repaired within 24 hours this
  - A. Yes.
- I notice there is a channel indicated on Exhibit 456 from buoy RB136 to the City of Cornwall which is 27 feet deep, the largest part of it. Do you still use that channel once and a while?
  - I haven't been there for three years.
  - This was, I suppose, the old channel? Q.
  - A . Old canal.

MR. JACQUES: Do you still use the old Lachine Canal?

30





English

THE WITNESS: Some ships.

MR. JACQUES: Do you?

THE WITNESS: I haven't been there since the lopening of the Seaway.

- Q. I understand however it is still within your District?
  - A. Yes.

ANGUS, STONEHOUSE & CO. LTD.

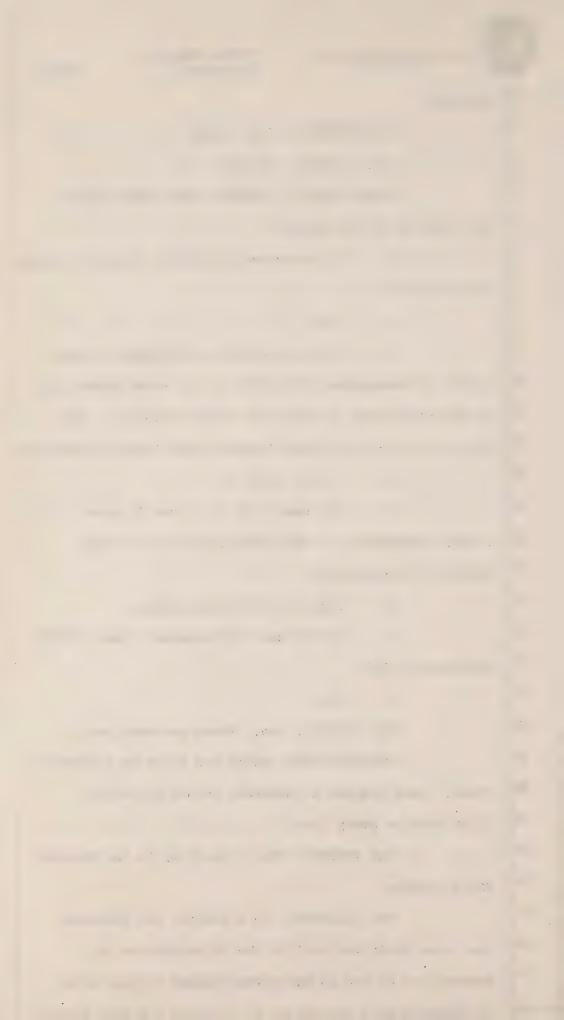
- Q. Did you have an opportunity to take a look at paragraphs 100 to 112 of the brief submitted by the Federation of Pilots to this Commission. The whole section is entitled Cornwall and Kingston Districts?
  - A. I have read it.
- Q. You have read it. Does it give a fair description of the situation as far as your District is concerned?
  - A. This is a fair description.
- Q. Do you have any remarks to make about anything in it?
  - A. No.

MR. LALONDE: No. Thank you very much.

THE CHAIRMAN: Would you allow me a question first. When you are in Montreal do you go to the Pilot Station every time?

THE WITNESS: No, I don't go to the Montreal Pilot Station.

THE CHAIRMAN: In a season, for instance, how often would you call at the PilotaStation in Montreal or do you go as routine always to your place of dwelling when you may be in Montreal and then you are



called there by telephone?

ANGUS, STONEHOUSE & CO. LTD.

THE WITNESS: I am called there by telephone.

- 0. You never report?
- A. When I disembark a ship at St. Lambert I report my time. Then when I know I am close, if I want to go out for some reason I will call the office and he will tell me the traffic there is goming, approximately when I would be called. This is when I am on first in turn.

THE CHAIRMAN: Do you go physically to the office?

THE WITNESS: No, I wouldn't go to the office THE CHAIRMAN: At Cornwall do you report to the building there?

THE WITNESS: Yes, I go to the office at Cornwall.

THE CHAIRMAN: You go often there?

THE WITNESS: Every trip.

THE CHAIRMAN: Every trip there. I was just wondering how you kept posted with the traffic in your District prior to embarking, prior to taking the ship, how do you know about traffic, do you have to know about it first?

THE WITNESS: It is a good idea that I should know. When I come to St. Lambert I ask the lock master.

- Q. So he gives you a fair idea?
- He gives me a fair idea what is coming A. down from Beauharnois.

2 3

1

4 5

6

7

8

9 10

11

12

13 14

15

16

17

18

19

20 21

22

23

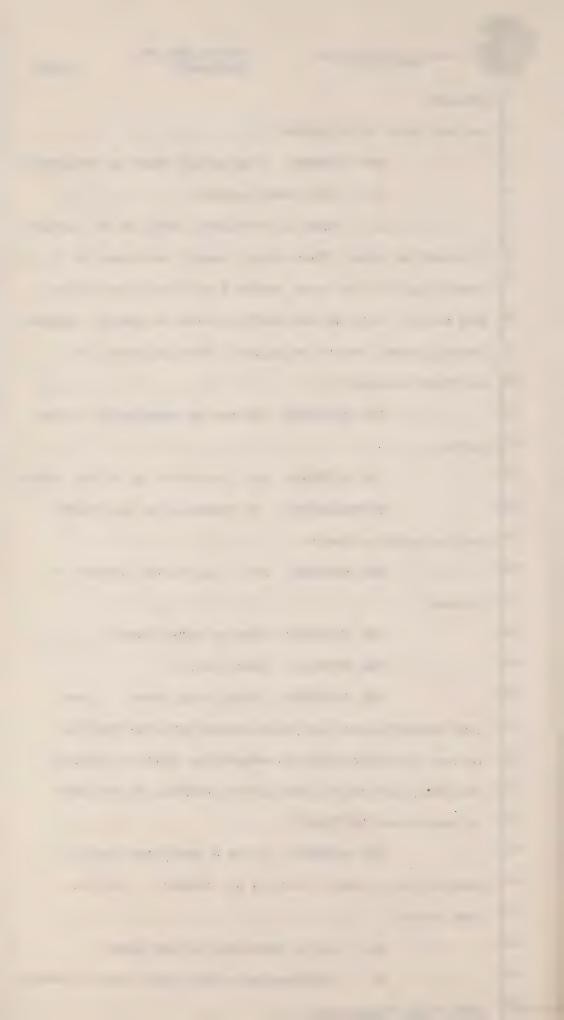
24 25

26

27

28

29



2

1

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29

30

THE CHAIRMAN: He knows?

THE WITNESS: He knows, and sometimes I ask him to call St. Catherines, call the dispatcher. They have a direct shore line.

THE CHAIRMAN: But he does not display a graph or board where you have at a glance, a picture of the traffic, conditions of the traffic, you don't have that?

THE WITNESS: No, not at St. Lambert.

THE CHAIRMAN: Unless you have asked if he

THE WITNESS: He doesn't have to do it.

THE CHAIRMAN: With regard to notices to

mariners . . .

THE WITNESS: At Cornwall they have them on the board and then you have the teletype too.

THE CHAIRMAN: Therefore you would have to go to your office to see them?

THE WITNESS: Yes.

THE CHAIRMAN: Otherwise if you don't call there you are not posted.

THE WITNESS: That is right.

THE CHAIRMAN: As a matter of fact do all pilots go to the office at Cornwall?

THE WITNESS: No, I shouldn't say that.

THE CHAIRMAN: They don't go to Montreal

either?

THE WITNESS:: Some of them that live close to the

office might.

THE CHAIRMAN: How would they know about

notices to mariners?

ANGUS, STONEHOUSE & CO. LTD.

TORONTO, ONTARIO

THE WITNESS: In Cornwall we show them.

MR. JACQUES: If they don't go to the Pilotage Office in Montreal and they don't go to the Pilotage Office in Cornwall . .

MR. LALONDE: Thissis not what the witness said.

THE CHAIRMAN: That is all right.

MR. JACQUES: If there is any change the dispatcher might tell you, Cornwall or Montreal, the lock master also at St. Lambert.

THE WITNESS: That is it.

MR. JACQUES: Would the lock master at Snell Lock provide the same information as the lock master in St. Lambert?

THE WITNESS: Yes. There is a sheet there at Snell Lock.

MR. JACQUES: There is what?

THE WITNESS: A sheet.

MR. JACQUES: Showing you the traffic?

THE WITNESS: Showing traffic.

MR. JACQUES: Would that sheet show the aids to navigation which are out of order?

THE WITNESS: No, the dispatcher . . .

MR. JACQUES: On that sheet, would that sheet show aids to navigation that are out of order?

THE WITNESS: No, it wouldn't.

2 3

4 5

6

7

8 9

10

11 12

13

14

15

16

17 18

19

20

21

22 23

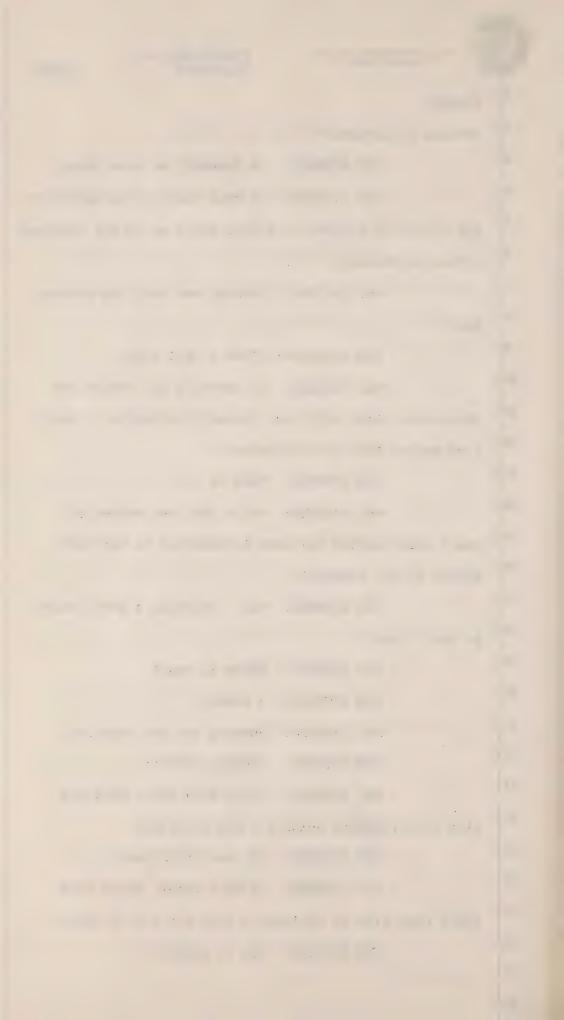
24

25

26 27

28

29





2

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

English

## CROSS-EXAMINATION BY MR. MASON:

ANGUS, STONEHOUSE & CO. LTD. TORONTO, ONTARIO

3 4 Q. . 5

Captain, prtor to the opening of the St. Lawrence Seaway lake vessels on the whole were divided into groups, the upper lakers and the canal-sized vessels?

A. That is right.

Q. I gather you were some 20 years with the with C.S.I?

> Α. That is right.

Q. Did you sail as master with that company?

Α. I never was master.

Q. You sailed as first mate?

Α. For eight years as 1st mate.

Q. What type of vesselswere you serving

in?

A. They were full-sized canal at that time, they might have been 250 feet.

Q. Your experience would be in the canalsize vessel as opposed to the upper lakers?

> Α. That is correct.

Q. Did you have any experience at all? with the upper lake vessels?

> Α. Never.

Q. So you don't have experience with the St. Mary River and the Detroit River?

A. Well, yes, these ships were trading up there.

Q. Trading both up there and down on the

27

28

29



Englis
--------

ANGUS, STONEHOUSE & CO. LTD.

canals?

- A. And down the St. Lawrence.
- Q. So you had then on the Lakes a wide experience canaling and ship handling?
  - A. That is right.
- Q. How would you compare pilotage on waters such as the St. Mary River and the Upper Lakes Pivers, would the current conditions be equivalent?
- A. Well, the difficulty might not be the same. I would say it is easier in these rivers than down here.
- Q. Do you think it is easier in the St.

  Mary River?
  - A. Yes, it is mostly a one-way channel.
- Q. Vessels are either going upbound or downbound?
- A. Yes, different channels so you don't have the traffic.
- Q. That isn't the case all the way up the St. Mary River?
  - A. Most of it.
- Q. Would the current conditions be more difficult, would the currents you would encounter be greater in these other connecting channels than they would be in the St. Lawrence?

THE CHAIRMAN: You say there are different channels in the St. Mary River. Does that mean that there are two separate channels with different sets of range lights and ranges and aids to navigation?

ANGUS, STONEHOUSE & CO. LTD.

TORONTO, ONTARIO

THE WITNESS: Yes.

THE CHAIRMAN: So you have two sets of ranges?

THE WITNESS: That is right.

THE CHAIRMAN: One for the northbound channel and one for the southbound channel?

THE WITNESS: That is what I mean.

MR. JACQUES: My lord, I have the American charts of the St. Lawrence River. If your fordship wishes they might be filed. They show what the witness is trying to explain to the Commission, the channels . one going up and one going down.

THE CHAIRMAN: I think you might wait to the proper time when we are dealing with the District No. 1 pilots.

MR. MASON: Q. In any event, Pilot, in the other connecting channels there are in many places separate channels for upbound traffic and other channels for downbound traffic?

- That is right. A.
- Coming back to your evidence on the south shore channel you refer to a number of restrictions in the channel where there would be spar buoys?
  - Α. That is right.
- And you mention the fact that they had no light on them.
  - Α. No.
- However these spar buoys would have light reflectors, would they not?
  - Α. Not these.

2 3

1

4

5

6 7

8

9

10 11

12

13

14

15 16

17

18

19

20

21

22

23

24

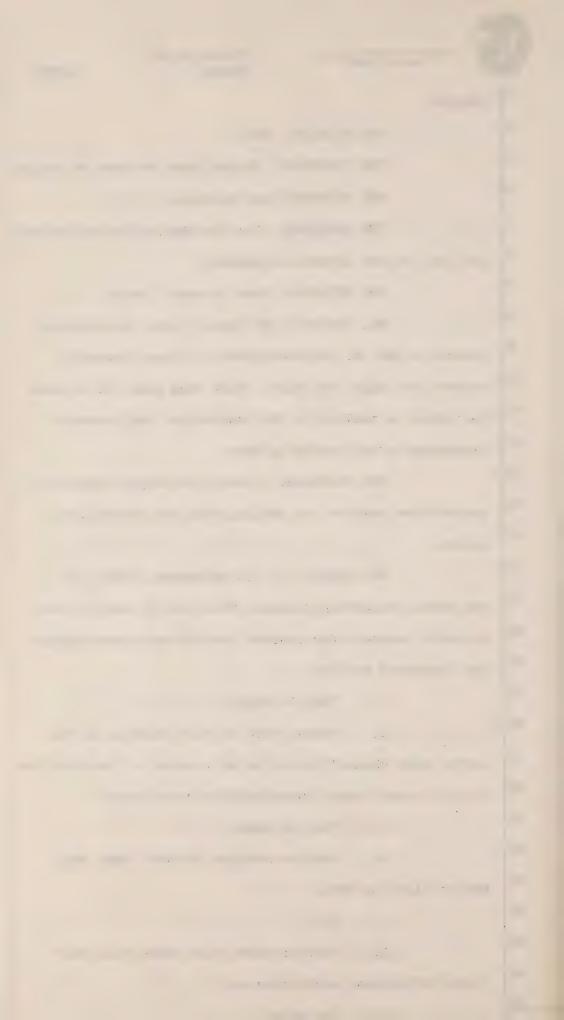
25

26

27

28

29



Eng	1	1	S	h
-----	---	---	---	---

ANGUS, STONEHOUSE & CO. LTD. TORONTO, ONTARIO

- Q. There is no means of picking it up with a searchlight at night?
  - A. Oh yes, with a searchlight you could.
- Q. Is this not normally the case, you can pick them up with a searchlight?
- Well, when there is traffic it is not a very good thing to use a searchlight in front of other vessels.

THE CHAIRMAN: I see with regard to the spar buoys it is marked illuminated?

THE WITNESS: Yes, it is marked illuminated.

THE CHAIRMAN: You can't see the spar buoys without lights?

THE WITNESS: No, we don't see them.

THE CHAIRMAN: You don't see them at night.

THE WITNESS: You might see them when you are abeam if you go out and take a look.

MR. MASON: Q. You referred then to the question of linesmen, Pilot, and indicated that in your opinion this was a very dangerous practice. In your experience on the lakes, on lake vessels, in canaling, did you ever encounter any accidents involving the use of the landing boom?

- Α. Using a landing boom with any ship is dangerous when you send a man out at the end of a rope. It is always dangerous.
- Q. My question was though, in your experience with the lake vessels did you encounter any accidents in using the landing boom?

2

1

3 4

5

6 7

8

9

10

11

12 13

14

15

16

17

18

19

20 21

22 23

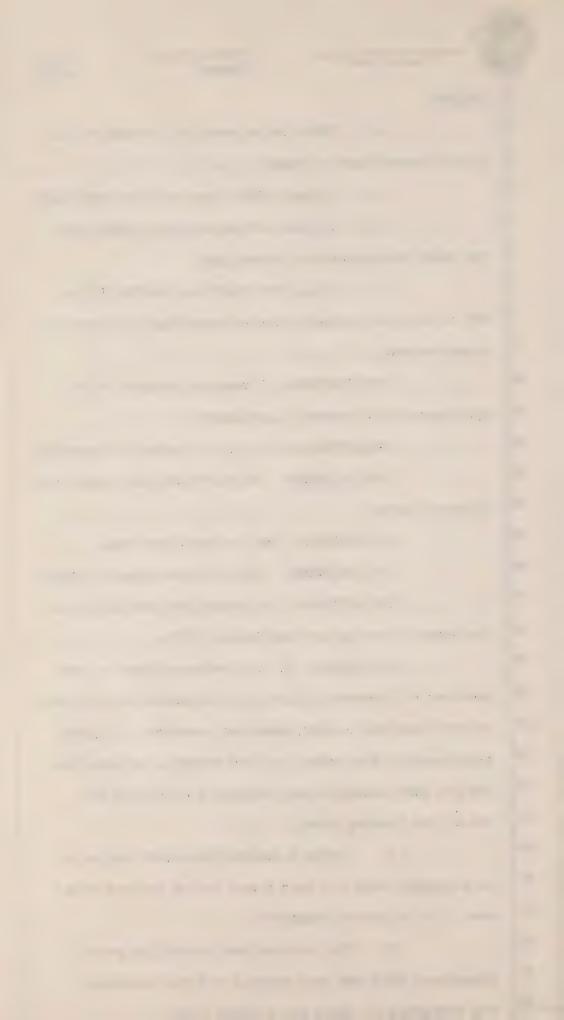
24

25

26 27

28

29



2

3

4

Eng	1:	is	h
-----	----	----	---

ANGUS, STONEHOUSE & CO. LTD.

إبنا	IIR	, J	۲	D	ž

- A. Slight accidents, maybe.
- Q. Nothing serious?
- A. Nothing serious.
- Q. Would you say by virtue of the design of the lake vessels it is easier?
- A. I would say by the structure of the ship it is.

THE CHAIRMAN: Wouldn't the unreasonable use with the landing boom be caused because they didn't use the proper device?

THE WITNESS: It might be a proper device.

THE CHAIRMAN: A man hanging from rope?

THE WITNESS: The boom itself.

THE CHAIRMAN: But they hang from ropes.

THE WITNESS: At the end of the rope there is a little wood board that they can put their foot on.

THE CHAIRMAN: Do they use 1t?

THE WITNESS: If they are awake, yes, sometimes they get out inaa hurry.

THE CHAIRMAN: And just grab the line and swing on the pier?

THE WITNESS: Sometimes the wind pushes them back on the ship side. It is a dangerous practice.

THE CHAIRMAN: If they were using a line with the board in the proper manner the danger would be less?

THE WITNESS: Yes, but still if the rope breaks or something, I would say it is a dangerous practice on the whole.

6

7

5

8

10 11

12

13

14

C2 15

16 17

18

19

20

22

23

24

2526

27

28

29

1 2

3 4

5 6

8

9

7

10 11

12

13 14

15

16

17

18

19 20

21

22

23

24

25

26

27

28

29

30

Q.

Α.

In the American lakes traffic is controlled, is it not, by a dispatcher who can see the

That is correct.

MR. MASON: Q. Have you ever run into an occasion where the rope has broken?

- Α. No, the only occasion I ran into was what I mentioned yesterday.
- Q. If the boom is positioned properly --I will change my question, would you not think a lot depends on the positioning of the land boom as to whether is a safe device?
- A. Usually they put them at the best place they can. If it is used properly it will work, but an accident might occur.
- I would understand from your evidence that there is some dissatisfaction among the pilot as to the control of traffic in the Beauharnois control area; is that correct, i.e., if you are leaving of navigating in the area of St. Lambert you are still under the control of the dispatcher at Beauharnois?
  - Yes, that is right.
- Q. Is this a good situation or a bad situation?
- A. Well, a dispatcher for each canal would be better. A dispatcher at St. Lambert and one at Beauharnois would be better.
- Q. In other words you feel that perhaps traffic in the St. Lambert or St. Catherine area could be better-controlled by a dispatcher in that area?

7

8

10

15

30

A.	That	is	correct.

position of the ships in the area?

- Q. You are quite satisfied, although. this really isn't in your District, with the control of traffic at Snell Lock?
  - I would say it is better. Α.
  - ۵. Better than in St. Lambert?
- Α. Those two locks are only three miles apart and with good visibility a dispatcher will see movements of ships and control it better.
- Q. . Because he is situated in a position where he can see the vessels?
  - That is correct.
- Coming to Beauharnois is the dispatcher located in a position where he can see traffic or not?
  - A . Not, no.
- Do you know if it would improve the control of traffic in the Beauharnois area if the dispatcher were relocated to a position where he could see the vessels?
  - Α. It would be more efficient.
- I also understood that in your opinion it would improve matters generally if you were able to communicate with the operator of the railway bridge as by radio-telephone?
- Α. It is a very important matter as far as I am concerned.
- Q. On what date does the Seaway Authority commence to remove the buoys from the canals?

1	
	1
2	

3

District.

5

4

6

8

10

11 12

13

14

1516

17

18

1920

21

22

23

24

25

26

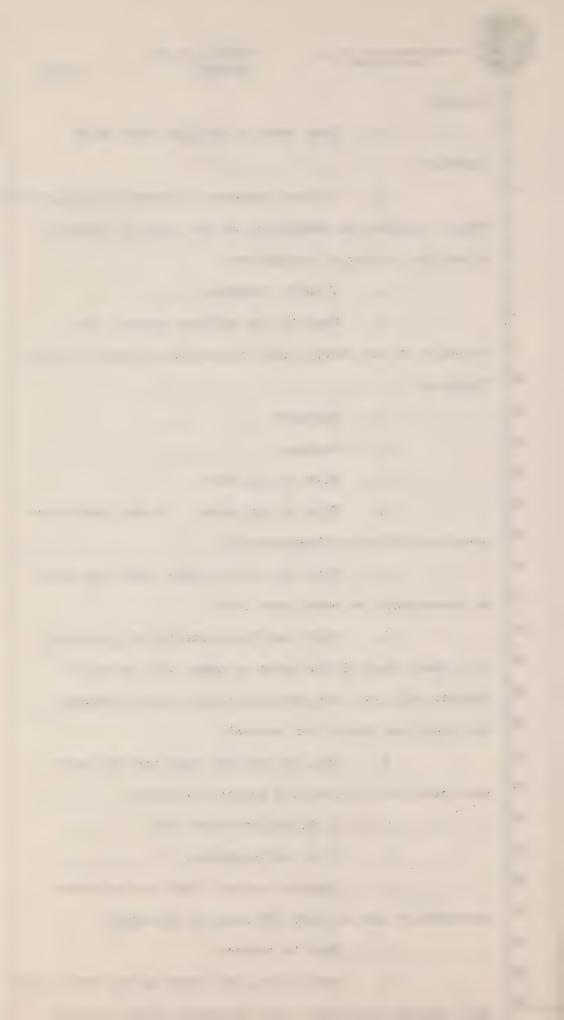
27

28

29

Α.	They	ha ve	no	specific	date	in	my

- Q. Do they commence to remove the buoys befor the closing of navigation or are they all removed after the closing of navigation?
  - A. I don!t remember.
- Q. What is the maximum current, the velocity of the current that you would encounter in your District?
  - A. Maximum?
  - Q. Maximum.
  - A. Five to six knots.
- Q. Five to six knots. In what particular area would this be, Beauharnois?
- A. This will be at Snell Lock, and then at Beauharnois we have about four.
- Q. Just clarifying one point, you refer to a short bend at Hay Point on chart 1412 which is Exhibit 455, am I not mistaken that certain dredging has been done there this season?
- A. Yes, it has been done and the buoys have been put in place and now it is better.
  - Q. Is it satisfactory now?
  - A. It is satisfactory.
- Q. However you feel that the anchorage immediately east of buoy 43F could be enlarged?
  - A. That is correct.
- Q. Now, Pilot, you refer to the difficulties that vessels encounters, you encounter taking vessels



ANGUS, STONEHOUSE & CO. LTD.

in at tie-up walls or locks due to the wind, and I wonder if you can tell the Commission if anything is being done by the Authority to assist in this situation, i.e., are they constructing any wind-breaks or anything like that?

- A. Not that I know of.
- Q. You are not aware if fast growing trees are being planted?
- A. Little trees are being planted last year.
- Q. By virtue of their design, again, the lake vessels would be easier to take into tidal walls or locks because they don't have a wind area?
- A. On account of their low structure they might be easier.
- Q. Referring to the training dyke at Poll Gut, I gather this dyke has been constructed this year, am I correct in assuming that this dyke has been constructed from the island to the existing dyke?
- A. No, there is an open space between when you get along to this new jetty that is built from the island, extending quite a few feet to the open water.
- Q. And the situation is worse now than it was before?
  - A. Yes, it is.

THE CHAIRMAN: You have the currentsfrom both sides, do you have it from Grass Island?



Power Dam.

TORONTO, ONTARIO

THE WITNESS: From Grass Island comes out from the left.

THE CHAIRMAN: Also . . .

THE WITNESS: And also from St. Lawrence

THE CHAIRMAN: Before the jetty there was another kind of deflector, wasn't it?

THE WITNESS: Yes.

THE CHAIRMAN: I take it they added something to this?

THE WITNESS: Yes.

THE CHAIRMAN: And it is worse now?

THE WITNESS: It is worse now.

THE CHAIRMAN: Do you still have ships upbound, do you still have current coming from the starboard side ?

THE WITNESS: Yes.

MR. MASON: Q. I think you mentioned, Pilot, that your everage trip duration was some 14 hours upbound last season and your average trip duration might be 22 hours this meason?

A. No, I didn't say the average. I said I hadea few trips lately that were over 20 hours due to traffic.

- Due purely to traffic, not the weather? Q.
- A. On one occasion weather.
- Q. On one occasion weather. How many occasions, other occasion would there be when you had a trip that lasted 20 hours?

2

3

1

4

5 6

7

8

9 10

11

12

13

14

15

16

17

18

19

20 21

22

23

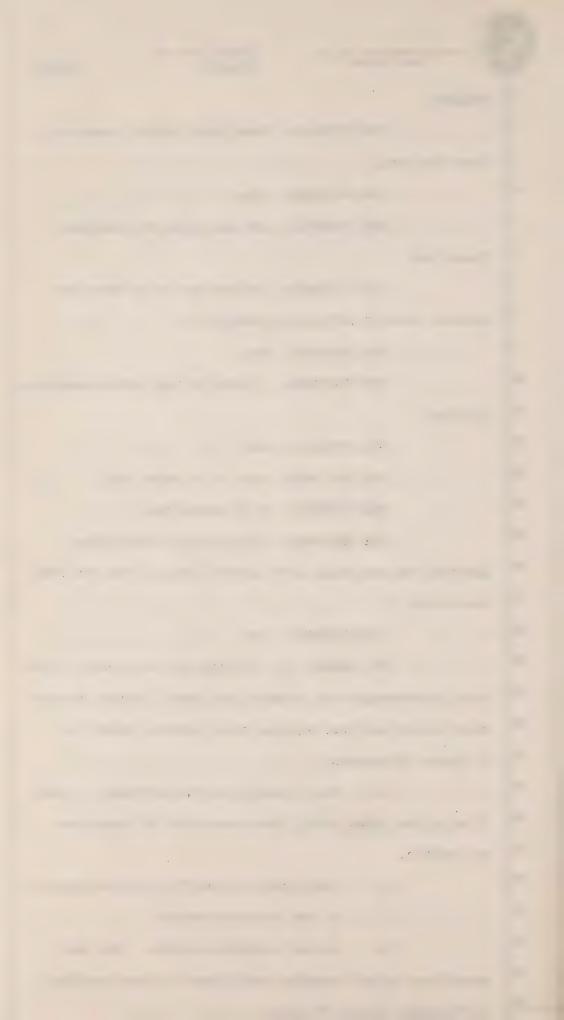
24

25 26

27

28

29



En.	gl	1	sh
-----	----	---	----

ANGUS, STONEHOUSE & CO. LTD.

TORONTO, ONTARIO

r	$\Pi$	g	1	Τ	SI

- A. A few occasions.
- Q. A few occasions?
- A. In the peak of traffic.
- Q. Do you know what caused these delays other than just saying traffic?
  - A. Traffic.
- Q. Just the number of ships using the system?
- A. That trip I refer to, I went at anchor at Beauharnois and there were nine ships ahead of me.
- Q. You don't know why there were nine ships ahead of you?
- A. Maybe the day before there was bad weather and the ships were caught in the fog and so the ships weren't sailing and they all piled up at the same time.
- Q. The delay was really caused in the first instance by weather?
  - A. Weather or some conditions.
- Q. Prior to the opening of the St.

  Lawrence Seaway was the French language ever used

  for controlling traffic between Kingston and, say,

  Montreal?
  - A. Yes, I remember it was at Soulanges.

/RPS

1

2

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29

30

English

Q. Do you have any pilots in your District who are not fluent in French, or are they all fluent in French?

- A. Most of them.
- Q. There might be ---
- A. Two or three pilots.
- Q. Who just speak English?
- A. Yes.
- Q. So a knowledge of French really is not essential in this area. It might be useful.
  - A. Well I would say it is essential.
- Q. If these one or two people are piloting ships and getting by with just English it cannot be essential. Do you agree with me?
- A. They might not speak it but might understand it.
- Q. In any event, there are one or two pilots who are not fluent in French?
  - A. Yes.
- Q. Now you also stated that you were doing more piloting upbound at night and that the reason for this perhaps was that they were loading in the daytime. Is that right?
- A. I said that. The ship might come in Montreal in the morning and discharge cargo, load cargo and then sail at night.
- Q. The St. Lawrence Seaway system is a controlled system and can only pass so many ships through it. Is that right?

English

E.I	18	7	1	S	Ţ	

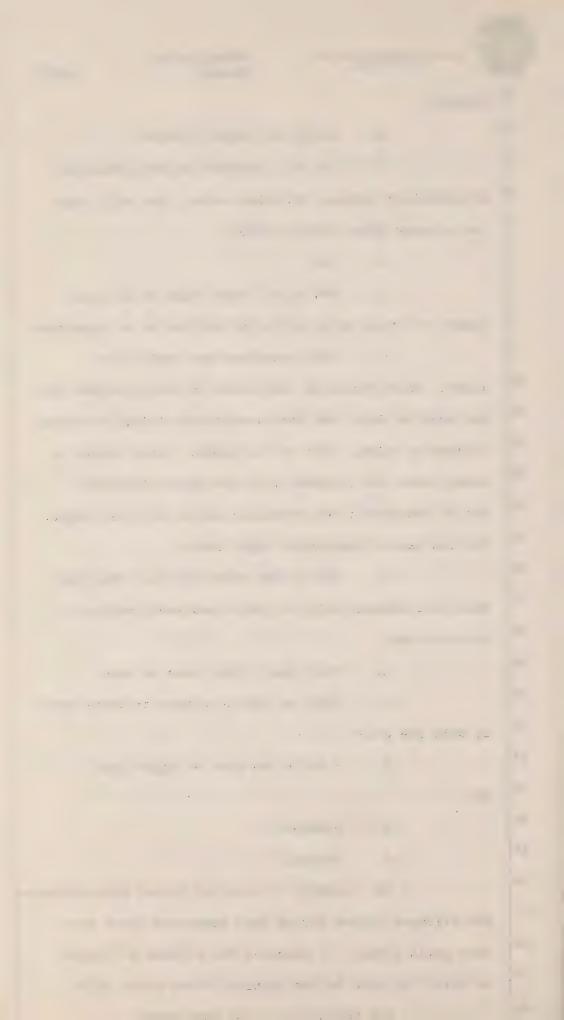
- A. Would you repeat please?
- Q. The St. Lawrence Seaway system is a controlled system. In other words, they will only let so many ships in at a time?
  - A. Yes.

ANGUE, STONEHOUSE & CO. LTD.

- Q. Now surely there must be an equal number of ships going up in the daytime as at nighttime?
- A. Well sometimes the traffic is light. Maybe three or four hours in the afternoon that you have no ships and then around six o'clock or seven o'clock at night, five or six lakers, upper lakers or canal boats are finished with the grain elevators and if you have a few downbound ships, still at night, too you have a congestion right there.
- Q. But in any event you feel that you make more upbound trips at night and more downbound trips by day?
  - A. This year it has been my case.
- Q. That is just this year or every year is this the case?
- A. I would say more at night than day.
  - Q. Upbound?
  - A. Upbound.

MR. LALONDE: I think my friend misinterpreted the evidence before saying that downbound there were more ships by day. I examined the witness at length on this. He said in his opinion it was about 50/50.

THE CHAIRMAN: 50/50 downbound?



2

3

4

5

English

ANGUS, STONEHOUSE & CO. LTD. TORONTO, ONTARIO

MR. LALONDE: Yes, that is what he said before. THE CHAIRMAN: Upbound would be mostly at

night.

MR. LALONDE: Well he said more at night. anyway. I don't know if it is mostly.

Q. Now you were talking about aids to navigation and you said there was always room for improvement, of course. Hasn't there been a considerable improvement since the Seaway opened in aids to navigation?

A. Yes, there has.

Q. And in the Seaway facilities, such as fending of lock walls?

> A. Yes.

Q. Thank you.

MR. LALONDE: My lord, could we take this time for adjournment?

THE CHAIRMAN: We will take a recess of a few minutes now.

--- A SHORT RECESS.

--- FOLLOWING THE SHORT RECESS:

## CONTINUATION OF CROSS-EXAMINATION BY MR. MASON:

I just have one last question, if I may. I notice on the course let us say between buoy 105F and 115F on Exhibit 456 that the depth of the channel is

6

7

8

9

10

11 12

13

14 15

16

17

18

19

20

21

22

23

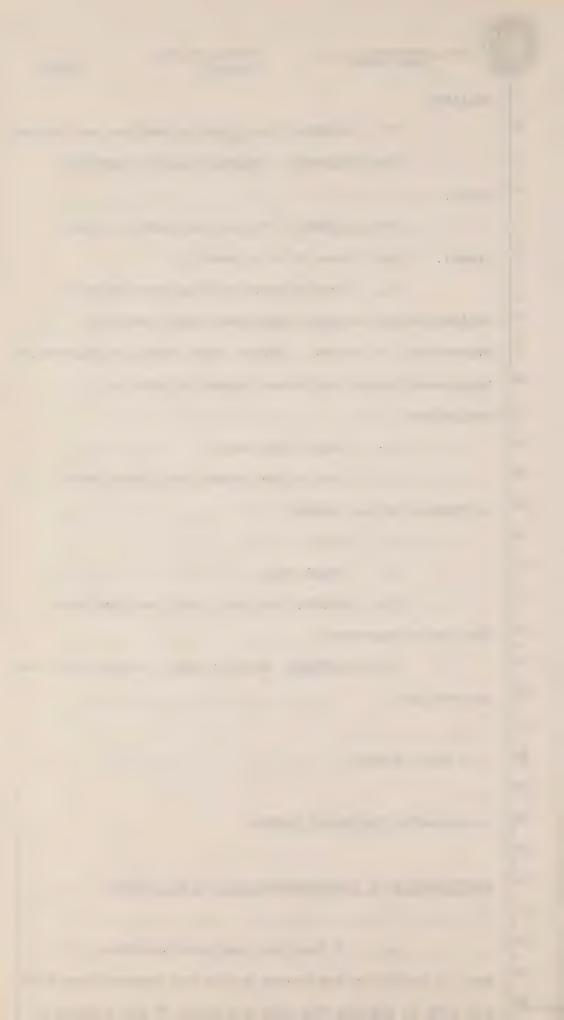
24

25

26 27

28

29



shown as 27 feet and I notice also that on all the other courses the depth is shown as 27 feet. Now is this the case on all the Seaway charts that only this one depth is shown?

- A. It is the case.
- Q. What do you understand by 27 feet?

  The limiting depth, the controlling depth of what sort of depth?
  - A. Minimum depth.
- Q. Minimum depth. Do you think it would be advantageous to you as a pilot of a vessel to have the actual depth shown on these courses?
  - A. It would be.
  - Q. Thank you.

THE CHAIRMAN: What would be the advantage?

THE WITNESS: Well when a ship is travelling at full speed, if you had the right depth it might help to control this speed before.

THE CHAIRMAN: On account of the squat?

THE WITNESS: Squat and steering.

THE CHAIRMAN: The more water you have under your keel, the better is the steering?

THE WITNESS: That is correct.

## CROSS-EXAMINATION BY MR. BRISSET:

Q. Pilot I am advised that you have the reputation always of being a very able and competent pilot in your District and I am sure you do not object

3 4

5

7

8

10

11

13

14

15

16

17

18

19

20

21

22

23

24

2526

27

28

29



to this remark that I now make.

- A. (No answer.)
- Q. Still Pilot I understand from your devidence that you did not consider that your training of four months and a half was quite sufficient. Is that correct?
  - A. This is correct.
- Q. You had told us that your previous experience had only been on board lake vessels, small canalers and I took it from your evidence that one of the deficiencies that had to be corrected was to know how to handle ocean ships that do handle quite differently?
  - A. That is correct.
- Q. Captain, keeping this in mind, would you think that candidates wholwould have been masters of ocean vessels prior to applying to be pilots, as most of the candidates of the Harbour of Montrealwere when they underwent their training in 1957, would be better candidates in your District than a man who has only had, like you, experience on lake wessels?
- A. You mean a man that has been on ocean vessels all the time?
- Q. Yes? That has been master of ocean ships and has handled ocean ships for some years before applying to be a pilot. Would you think he would be a better candidate, having this experience which you did not have when applying to be a candidate yourself?
  - A. I wouldn't think so.
  - Q. Well why then did you say that, or point

3 4

5 6

7 8

9 10

11

12 13

14

15

16

17

18

19

20

21

22

23

24

25 26

27

28

29

30

English out to the Commission that ocean ships do handle differently and that is where you gain experience in order to

ANGUS, STONEHOUSE & CO. LTD. TORONTO, ONTARIO

this?

Α. Well because all the experience was on lake ships As far as the River is concerned it is the same experience. The handling of a ship, salt water ship and handling a lake ship is different. The basic principles are the same maybe, but as I said, the structure of those ships, the engines are different.

become a good pilot in your District? Why did you mention

- Q. You are aware aren't you that most of the candidates that applied in 1957 to handle ships in the Harbour of Montreal were masters who had had experience in handling ocean ships?
  - A. I am aware.
- Are you also aware that one of the main reasons why their period of apprenticeship was rather short in the Harbour of Montreal was because of their previous experience in handling ocean ships?
  - A. Yes.
- In other words it is a bit the same Q. problems or the same requirements that you need in your District tas you would need in the Harbour of Montreal since you have to handle ships into locks which is something like handling ships into berths. Do you agree with that? There is some similarity in the type of work you are doing as compared to the work of the port pilot ?
  - A. Oh there is quite a difference.

en de la composition La composition de la

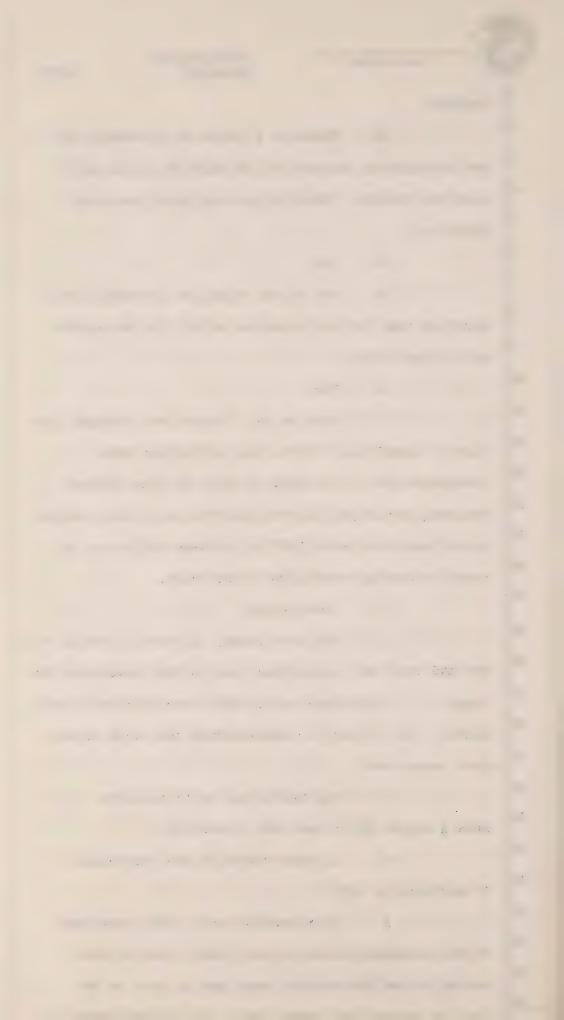
1 2

Q. There is I assume a difference when you get into the channels of say Lake St. Louis and Lake St. Francis. This is pilotage more than ship handling?

- A. Yes.
- Q. But in the canals: it is mostly ship handling that you are concerned with? In the canals and in the locks?
  - A. Yes.
- Q. That is so. I have been through the list of casualties, Pilot, that are before this Commission and I find that in spite of your limited training period you do not appear to have been involved in any accident until 1960 so you were fully able to handle yourships even in the first years.
  - A. I was lucky.
- Q. You were lucky. In fact, I notice that you had only two casualties, one in 1962 involving the vessel

  DIVINA and one in 1962 involving the vessel

  EXIRIA. Am I right in understanding they were rather minor casualties?
- A. The EXIRIA was not a casualty. I made a report but it was not a casualty.
- Q. In other words it was very minor, if anything at all?
- in the statement about the ship that I had to turn around in the Beauharnois canal and go back on the lake to proceed back down again. In turning around in



that current I put her stem on the ground and swung her around on her anchor at the same time. I made a report because I grounded her myself.

- Q. Just in case there might be damage later on which did not turn up to be the fact.
- A. I made a report. The DIVINA I hit the bridge. It was not in this District. I hit the bridge at Prescott on account of the steering and gear trouble.
- Q. Now Pilot you told us that before you started your training, after you completed your training you went before a Board of Examiners to be examined?
  - A. Yes.
  - Q. That is on two occasions?
  - A. Two occasions, right.
- Q. Would you tell us how this Board of:
  Examiners was composed at the time?
- A. Yes. There was the Superintendent of the Pilotage, Mr. Melanson. There was Captain Jones from Ottawa, from the Department of Transport. There was Jean Marchand from the Montreal Harbour Board.
  - Q. From the Montreal Harbour Pilots?
- A. Harbour Pilotage. There was Captain

  Barrett from the companies. There was Captain Ferguson

  also from the companies.
- MR. LALONDE: Could the witness say what
  Mr. Barrett was doing at the time? Was he a captain?
  THE WITNESS: I couldn't tell youthat.
  - Q. Is it not a fact that Captain Barrett and

5

3

4

7

9

10 11

12

13

14

1516

17

18

19

20

21

22

23

24

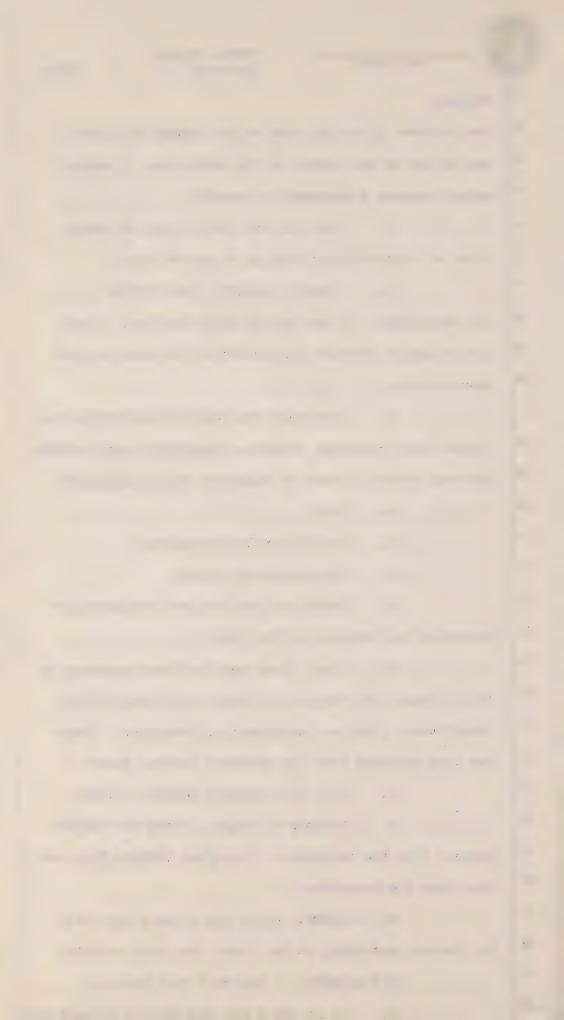
25

26

27

28

29



-	I	
2 1	4	
1		
-		

3

4

5

6

7

8

9

10

11

12

13

14

15

Eng	11	sh
-----	----	----

TORONTO, ONTARIO

Captain Ferguson were representing the Shipping Federation of Canada or the shipping industry?

- A. I presume it was the shipping industry.
- Q. Did you find anything wrong at the time in having those two representatives of the shipping industry as a minority on the Board of Examiners? Well did they treat you well?
  - They never asked me any questions. Α.
  - Q. They kept silent?
  - A. Kept silent.
  - Q. They did not block you?
- A . They did not block me but I still don't understand their presence in there.
  - Q. Did you object to their presence?
  - I couldn't.
- Q. But did you find anything wrong in their being present?
- A. Well I don't see any reason for them being there.
- Q. They were not anything like the monster that sometimes pilots are inclined to describe the shipping industry representatives that attend examinations of pilots?
  - I don't quite understand the question.

MR. LALONDE: I object my lord for reasons that I have not seen the monster yet but if my friend is willing to bring ait along, maybe the witness would have some reaction which would identify it.

THE CHAIRMAN: That was more a statement than

16 17

19

18

20

21

22

23

24

25 DO

27

26

28

29

the second secon



2

English

a question.

ANGUS, STONEHOUSE & CO. LTD.

TORONTO, ONTARIO

3

4

5

6

7

8

9

10 11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29

30

Q. Pilot during the off-season, that is during the wintertime have you had occasion to attend meetings with Seaway personnel in order to get acquainted with the changes that might have been made in the Seaway system and also to be advised by the Seaway Authority of steps that could be taken to improve the deficiency of the Seaway system? Have you had occasion to attend meetings?

- I never attended meetings with the A. Seaway Authority.
- Would you think there would be an Q. advantage if, during the off-season particularly, pilots operating in your District were attending meetings with the Seaway Authority in order to keep abreast of what is going on and what improvements are sought to be made?
  - Α. I certainly would.
  - You would agree with that? Q.
  - A . I would.
- Q. In other words, since this has not been done in the past you would agree that there would be advantage in having a closer co-operation between the Seaway Authority, which is administering the system, and the pilots that have to serve in that system and assist the ships to go through? You would agree?
- A. Anything that will help me do my work, I will agree.
- Q. You have spoken of the radio-telephone in use on vessels transitting your circumscription. Do you

find there is a great advantage in having the ships fitted with radio-telephone?

- A. Of course.
- Is it used extensively?
- A . Yes.

ANGUS, STONEHOUSE & CO. LTD. TORONTO, ONTARIO

- Let us illustrate this. Let us suppose Q. ... you come to a sharp bend where you do not see what is coming from the other side. Would you, as a general rule, then place a security call whether you are upbound or downbound?
  - We do that sir. A .
- If you are, say, the upbound ship and you are approaching a sharp curve where it is dangerous to meet vessels and in answer to your security call you get a reply from a downbound ship, would you normally wait below the curve to avoid meeting in the curve?
- Whichever is the case. I would slow here down or speed her up to meet in the right place at the right moment with another fellow coming.
- In other words, this is a particular instance where the use of the radio-telephone proves to be extremely helpful doesn't it?
  - This is one of them.
- And is it the general practice of the pilot, I am speaking not only of you but your knowledge of what other pilots do, that this is done?
  - A. It is a general practice.

THE CHAIRMAN: While we are on the subject

2 3

1

4 5

6

7

8 9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29



ANGUE, STONEHOUSE & CO. LTD. TORONTO, ONTARIO

there, for instance, where you had to ground your ship in order to turn around in the channel at one place you mentioned before, while doing this manoeuvre did you put a security call to inform possible traffic?

THE WITNESS: Yes. I was in the limits of the Beauharnois canal and every movement there had to be called on the phone.

THE CHAIRMAN: So you could communicate in a case like that and you would communicate?

THE WITNESS: I did, and the dispatcher sent a message on the air that I was turning at such a place. In fact it was bury 33B.

- Q. In fact, if within the system you have to drop an anchor for one reason or another because of manoeuvring necessities or because of emergency, will you use the radio-telephone to report that you are doing this?
  - A. I will.
- Q. You will inform not only the other ships around but also the dispatcher would you?
  - A. Also.
- Q. Now you have mentioned that at times, particuarly while you were at anchor where there would be one of the officers on watch there might be language difficulties in connection with the use of the radiotelephone. Is it not a fact Pilot that if there is nobody speaking English on board a ship going through the system, the ship has to engage the services of a radio-telephone operator in Montreal before proceeding

1

6 7

8

9 10

11

12

13 14

15

16

17

18

19

20

21

22

23

24

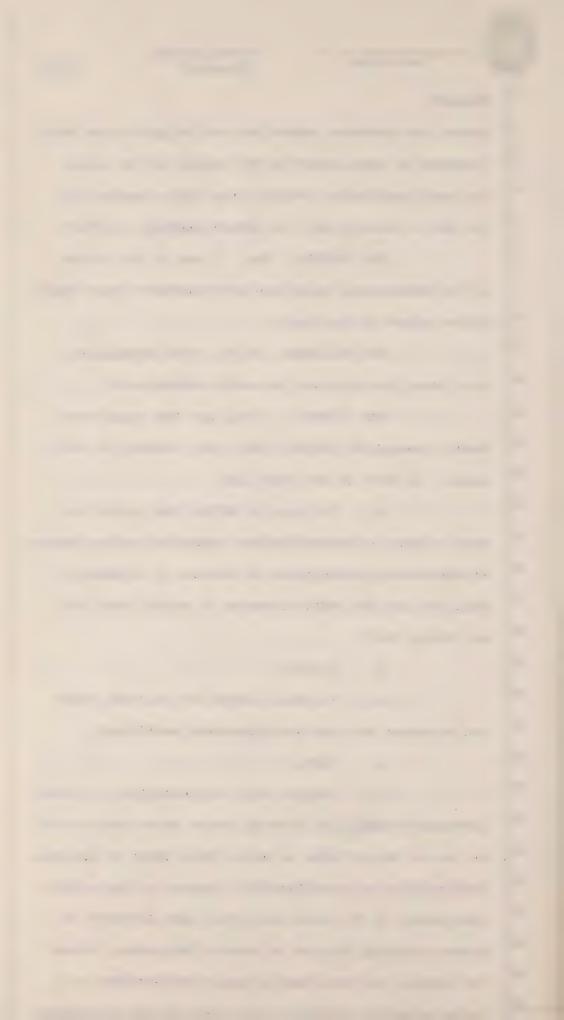
25

26

27

28

29



	English
--	---------

3

4

5

6

7

8

9

10

11

12

13

14

15

16

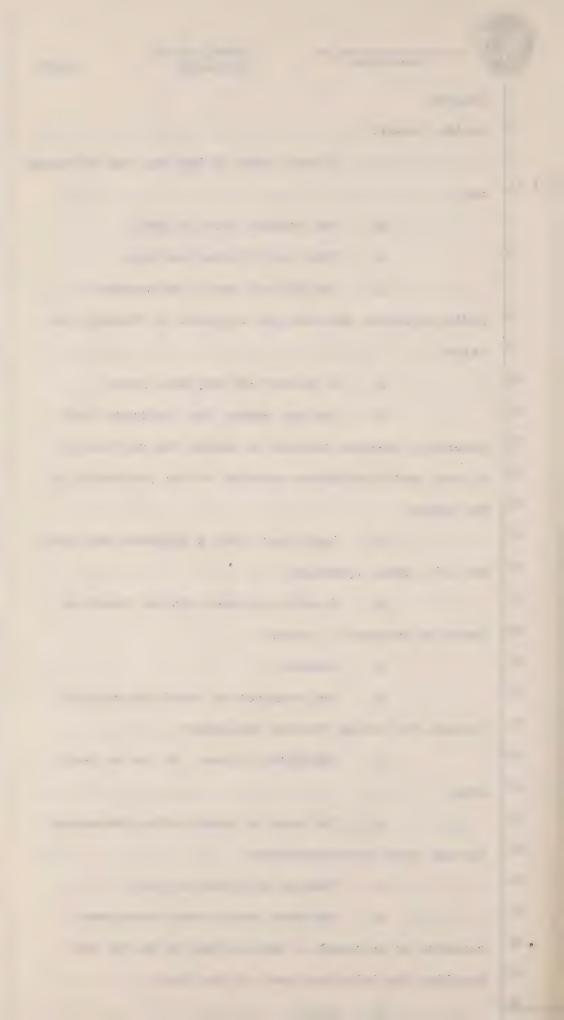
17

up the Seaway?

- A. I don't know if the ship has to engage one.
  - Q. But youknow this is done?
  - A. This year I newer had any.
- Q. You did not have a ship where a radio-telephone operator put on board in Montreal was there?
  - A. I didnnot see any this year.
- Q. Are you aware, for instance, that generally Japanese vessels do employ the services of a local radio-telephone operator before proceeding up the Seaway?
- A. Last year I had a Japanese ship and he had a radio operator.
- Q. A radio operator who was taken on board at Montreal? Correct?
  - A. Correct.
- Q. And remained on board the ship all through the voyage through the Lakes?
- A. YOhol'don't know. As far as Snell okay.
- Q. You were on board during thepassage through your circumscription?
  - A. Through my District, yes.
- Q. Now when such a radio-telephone operator is on board, I take it that he is the one handling the telephone most of the time?
  - A. He is.

28

29



- Q. You give him instructions and he reports back to you?
- A. Sometimes I give him orders and other times I do it myself.
- Q. You might do it yourself if the occasion arose. During your trip upriver that you described to us yesterday, you referred to buoys. Are some of these buoys fitted with radar reflectors?
  - A. Yes, some of them have reflectors.
- Q. Do you find these radar reflectors useful in your work?
  - A. They are.
- Q. Do you usually keep the radar on whether the weather is bad, particularly at night?
- A. Once in a while, for my own experience

  -- if I want to check a certain point in daytime I

  willlask for it, the radar. Otherwise it might be
  shut in normal conditions.
- Q. In other words, the radar is also of great assistance to you in your pilotage work?
  - A. It is a great aid to navigation.
- Q. Have you any recommendations to make with respect to radar reflectors on buoys? Do you consider that more should be installed or are you satisfied with the present setup?
- A. These reflectors are mostly placed on buoys at the burning point.
  - Q. Do you find this system generally

satisfactory?

TORONTO, ONTARIO

- Satisfactory.
- Q. Now you have also spoken of ranges and leading lights at some places throughout your District. Am I right in understanding that these are installed as guides on reaches where they can, of course, be most useful?
  - A. That is correct.
- Q. In other words you won't have those ranges, I take it, or leading lights in the canals themselves but when you get say on the Lakes like Lake St. Francis, Lake St. Louis you will have ranges and leading lights?
- A. We have none on Lake St. Louis but some on Lake St. Francis.
- Q. And further up, as you come nearer Snell Lock, there are also leading lights and ranges in that stretch?
  - That is correct. Α.
  - Above Lake St. Francis up to Snell? Q.
  - That is correct. A.
- Have you any recommendations to make Q. in respect to these leading lights or ranges or do you find the present system satisfactory for pilotage purposes?
- Yes, the range lights, as long as a ship is coming, won't keep them for himself; they are in the centre of the channel.
  - They would indicate what you consider Q.

2

1

3 4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29

en de la companya de Companya de la compa

en en entre transcolor de la transcolor de la companya de la companya de la companya de la companya de la comp La companya de la companya della companya de la companya de la companya della companya de la companya della companya del

English

to be the centre of the channel?

ANGUS, STONEHOUSE & CO. LTD.

TORONTO, ONTARIO

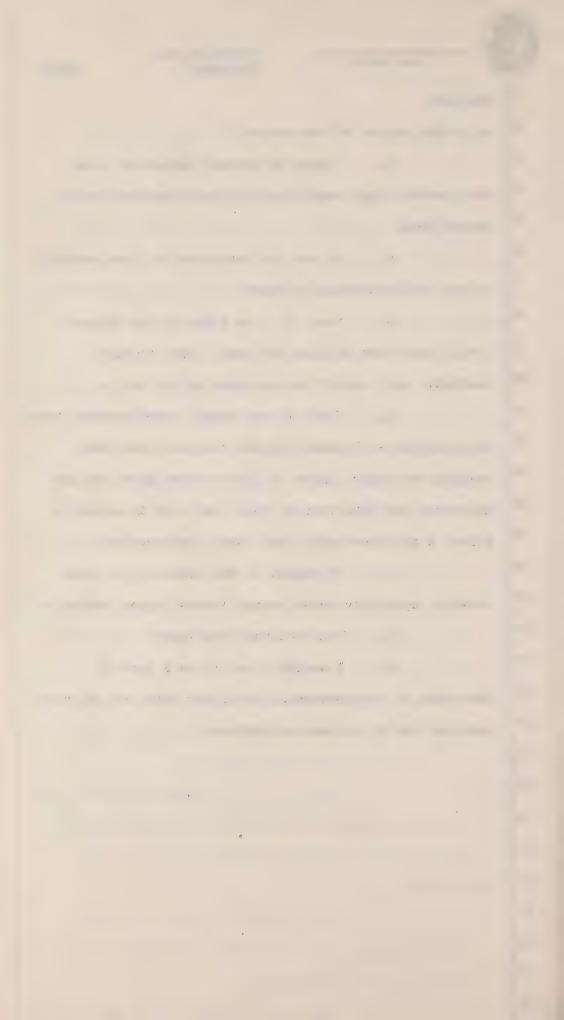
A. I meet on several occasions large lake vessels that keep them in line so we have to go around them.

- Q. Do you not keep them in line yourself as you are proceeding on them?
- A. Yes. If I am alone in the channel
  I will keep them in line but when I have to meet
  somebody, well one of the two have to get out.
- Q. Isn't it the normal practice when there is a meeting to be made for the two that have been keeping the range lights in line to both give way and manoeuvre and both towards their own side in order to affect a safe meeting? Isn't that the practice?

A. It should be the practice but some vessels, specially those larger lakers, upper lakers ---

Q. You feel wait too long?

A. I wouldn't say it is a lack of knowledge of incompetence, I would say they are not very generous and it is poor navigation.



1

English

present system?

3 4

5

6 7

8

10

9

11

12 13

14

15

16 17

18

19

20

21

22

23

24

25 26

27

28

29

30

Ton come back to these leading lights 0. and ranges again, what I was asking you was whether you had any recommendations to make to improve the present system or whether you are satisfied with the

- Α. I am satisfied with the present system.
- Q. In other words you wouldn't recommend that other ranges or leading lights be installed, that there are a sufficient number at the present time ?
  - Α. Thereais always room for improvement.
  - There is always foom for improvement. Q.
  - A . In the channel.
- Q. Would you agree in this regard, this might be a topic that could advantageously be discussed by the pilots and the Seaway Authority, for instance?
  - It would be, yea.
- You have spoken, Pilot, of the practice of landing men on wharves and have described this practice as a dangerous one. Would you agree with me that some qualifications might perhaps be made in your statement. I would like to illustrate this: let us assume you have a lake vessel fully loaded, would you agree that it is much easier to land a man from this vessel than it would be from a light ocean vessel, very high forward?
- A. Yes, it might be easier to land him, but the danger still stays there. If the tope is wet or the line breaks, even on a laker or salt water it is dangerous.

Q. Why do you always say if the line breaks. Personally in the four years that the Seaway have been in operation I have never known any case of a line breaking. Have you any instances yourself of a line at the end of a landing boom breaking?

A. I never had any experience myself. It could happen if the line got caught someplace.

- However would you agree after the illustration I have given you that there are degrees in the qualifications you have given to this practice as being a dangerous one. It might be dangerous under exceptional circumstances, but in others it might certainly be less dangerous. Would you agree with that, at least?
  - Some degree, yes.
- Q. How many men do you usually land for the purpose of tying up to an approach wall?
- A. Usually two. It depends on the dsize of the ship and the size of the line.
- In certain cases you would only Q. land one, would you?
  - Very seldomn. A.
  - In other cases you would land two? Q.
  - A. Ordinarily.
  - It is normal to land two men. Q.
  - A. In normal conditions.
- Q. Now, in practice, Pilot, if say because of the trim of the ship or very bad weather conditions or high wind, if you felt that it was particularly dangerous

2

3

1

4

5 6

7

8

9 10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

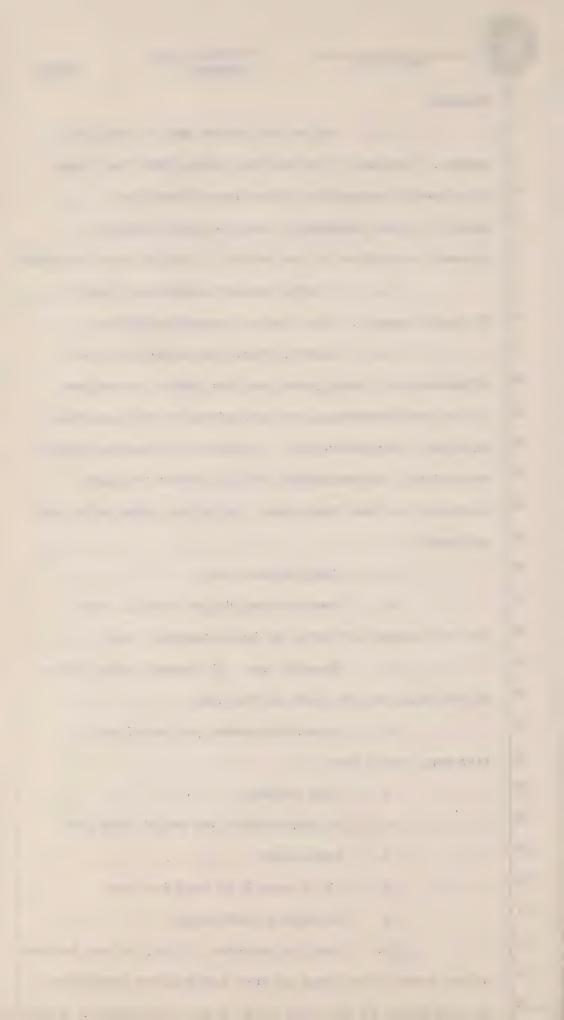
25

26

27

28

29



2

3

5

7 8

9

10 11

12 13

14

15

16

17 18

19

20

21

22

23

24

25

26

27

28

29

30

to land a man at the approach wall would you think you could get assistance from the personnel of the Seaway Authority to provide you with a man in those exceptional circumstances to take the ship lines if you were to ask the dispatcher, for instance, over radio-telephone

- A. I don't think so.
- Q. You never had done it in the past?
- A. No.

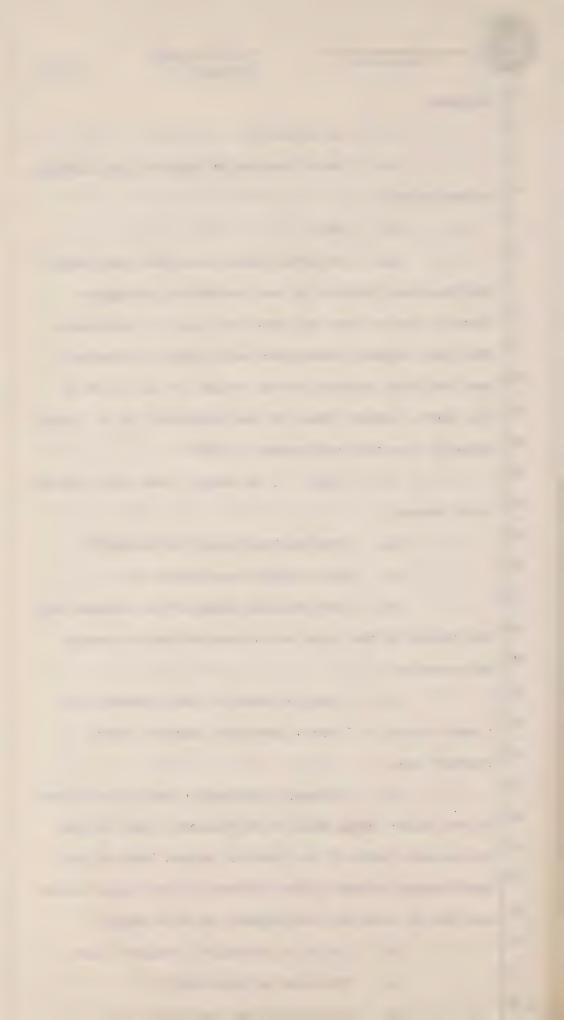
before taking your ship to the wall?

- Q. In other words you have never felt that a situation of danger arose that was such that you should do that?
- at Snell Lock. I was piloting one of these Liberty ships, light. There was a strong wind and I was too late for an anchorage and the dispatcher at Beauharnois called me and told me he was going to send a truck dwn with a linesman, but they didn't have to do itl
  - Q. But they did it as a service?
  - A. Once, three years ago.
- Q. Pilot, you have spoken of the taxi service at Snell Lock to takeyyou to the docks from Cornwall or take you back from the dock to Cornwall, or vice-versa, I have forgotten what I said first.

  Who is paying for this taxi service, pilot?
- A. I don't know. It is through the Department of Transport. I don't know.
- Q. You are not aware that this service is furnished by the Shipping Federation of Canada?

Englis	r
--------	---

- A. It could be.
- Q. At all events it doesn't cost anything to the pilots?
  - A. No.
- Q. In 1959, Pilot, when the question of dividing the District in two, the Montreal-Kingston
  District in two came up, were you aware or made aware that the Shipping Federation had offered to provide a boat and taxi sertice for the relief of the pilot at the limit, western limit of your District; at St. Regis
  Island? Were you made aware of this?
- A. 1959 -- I am sorry, I was sick for the whole season.
  - Q. Did you hear about it though??
  - A. No, I didn't hear about it.
- Q. Are you made aware of the reasons why the pilots at that time would have refused to accept this service?
- A. I am not aware of their reasons but I don't think -- I don't know what happened then. I couldn't say.
- Q. Yourself personally, would you object to the relief being made at the Western limit or near the western limit of the District rather than at Snell Lock? through a boat in the vicinity of St. Regis Island and then by taxi back to Cornwall or vice-versa?
  - A. If it is possible I wouldn't care.
  - Q. You have no objection?
  - A. As far as I am concerned, no.



Englis	ŀ
--------	---

Q. In other words this would be just as satisfactory to you as the present service from Snell Lock?

- A. At the present time, yes.
- Q. I beg your pardon?
- A. At the present time.
- Q. At the present time it would. However, you are at the moment taking any ship either upbound or downbound to pilot herefor some distance outside the limits of your District?
  - A. That is correct.
- Q. By going from St. Regis to Snell Lock and vice-versa?
  - A. That is correct.
- Q. Have you any objection, and I am speaking of yourself personally, to this present practice?
  - A. I should get paid more.
  - Q. You feel you should get paid more?
  - A. If I am doing an overlapping.
- Q. I suppose you feel that the other pilots should be paid less since he doesn't do the work?
  - A. I don't know about that.
- Q. You don't know about that. It does seem to be logical, don't youaggree? Is there any reason why when ywe speak of paying the pilots less they don't seem to agree?
  - A. It is natural.
- Q. You have given us, Pilot, an idea of the length of time it takes to pilot a ship through your

5

2

3

4

6

8

10

11

1213

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29

1 2

3

5

6

4

7

8

10

11 12

13

14 15

1617

18

19

2021

22

2324

25

2627

28

29

30

down?

District.	I want to	go into this	in a littl	e more detail
Let us take	e an upbour	nd ship from S	St. Lambert	to Snell,
what would	be the ave	erage time, is	s that the	14 hours

that you mentioned?

- A. You mean the average time?
- Q. Yes.
- A. I said naturally it was.
- Q. 14 hours.

THE CHAIRMAN: From lock to lock or from Cornwall?

THE WITNESS: From Lambert.

MR. BRISSET: Q. From lock to lock. We are speaking of lock to lock, are we clear on this?

A. Yes.

Q. Could you tell us what was the best time you ever made upbound from lock to lock, St.

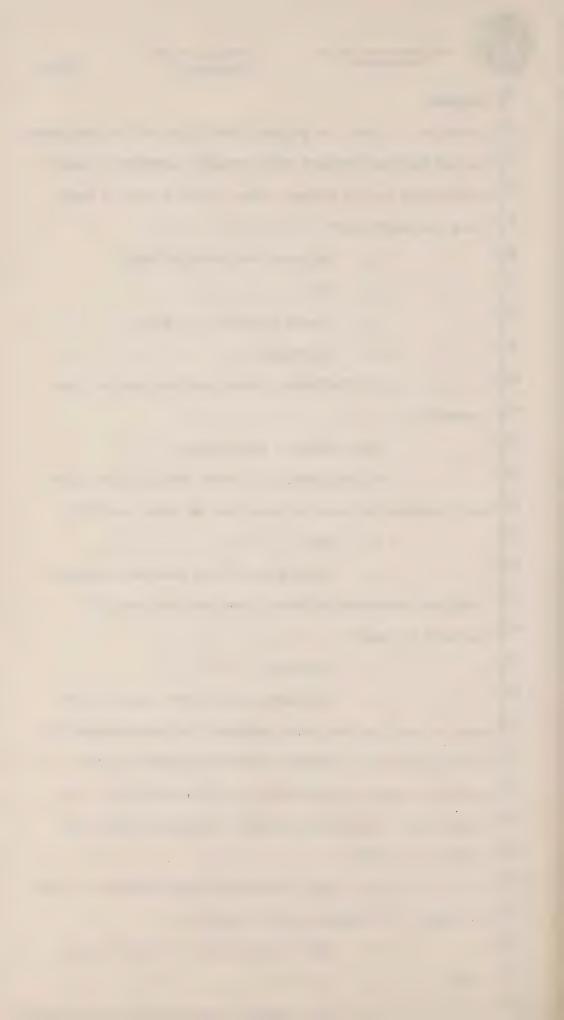
Lambert to Snell?

A. 10 hours.

Q. 10 hours is the best time. If we were to ask you the same question for a downbound ship, from Snell to St. Lambert with the currents going with your ship, what would be your average time, say last year? Do you have faster time going down than going up or not?

A. Well, sometimes we do and other times we don't. It depends on the traffic.

- Q. What would be your average going
- A. The average I was talking about was for



2

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29

30

the average for the full season.

- Q. For both upbound and downbound vessels?
- A. Both ways.
- Q. What would have been your best time from lock to lock going down, in your own experience?
  - A. The best time?
  - Q. The best time you would have had?
  - A. For a medium-sized ship?
- Q. Any type of ship, what is the best time you think you can do it in?
- A. On a small ship eight hours and a half if I have clear canal all the way through.
  - Q. That would be your best time?
- A. With large ships even with a clear canallit will take 10 hours anyway.

THE CHAIRMAN: Without breaking the speed limit?

MR. BRISSET: Q. Of course I am not asking you to break the speed limit at any time. I am sure you don't.

- A. I don't.
- Q. Generally how much time do you spend in the locks, of which you have three going up, leaving aside St. Lambert and Snell. How much time do you spend in Beauharnois Lock, for instance, normally?
  - A. You mean to lock through?
- Q. Yes, lock through, does it take an hour or 45 minutes?
  - A. 45 to 50.



ANGUS, STONEHOUSE & CO. LTD.

TORONTO, ONTARIO

- Q. 45 to 50 minutes is the average?
- The case you refer to at Beauharnois. there is a difference. There is two locks there, and they lock the ship down in the Upper Beauharnois and lock a ship up in the Lower Beauharnois and they wait 'til the two ships are in the locks to dump or fill the lock. If a ship is ten or fifteen minutes later than the other it might take a few minutes.
- 0... It would be a fair average to say locking taking about 45 to 50 minutes?
  - 45 to 50 minutes. A .
- Once you are in the lock I think you have told us that the handling of the lines is a matter for the captain, that is right?
  - That is correct.
- Q., You have mentioned to us that some years ago, I believe, rubber fenders were installed along the approach walls and in the locks themselves. Have you found that this was a great improvement in assisting you in the handling of your ships without damaging them?
  - A. Very good improvement.
- Are there other places where they Q. haven't wet been installed up to now where you would recommend they be installed?
- Yes, there is above St. Catherine Lock, there is a south wall there that we have to move sometimes waiting for the lock at St. Catherines and there is absolutely nothing there. It is concrete.

2

1

3 4

5 6

7

8 9

10

11

12

13

14 15

16

17

18

19

20

21

22

23

24

25

26

27

28

29



1			
-			
	ı		

3

5

7

6

8

10 11

12 13

14 15

16

17

18

19

20

2122

23

24

25

26

E-O

E2

27

28

29

30

English

If they were installed there it would be . . .

- Q. A comfort. Are there any other places you would recommend that they also be installed?
  - A. Not in my District.
  - Q. Not in your District.
- A. When they haven't rubbers they have wood fenders.
- Q. Now, you led us to understand in your District, at least, there might be heavier traffic at night. Will you tell us what you consider at night. Is that between six o'clock at night and six o'clock in the morning or do you rely on the sun?
- A. I would say from six o'clock to six o'clock.

## CROSS-EXAMINATION BY MR. JACQUES:

- Q. Are you an officer of your Corporation?
- A. No, sir.
- Q. Were you ever an officer in your

## Corporation?

1962.

- A. I was on the Board of Directors in
- Q. 1962, one year?
- A. One year.
- Q. Only one year. After you had completedyyour apprenticeship the old system was still in operation?
  - A. That is correct.



R P
AFR M BE

2

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29

Time	~~7	,a	- 1-	
En	$g_{\perp}$	1	SI	Ł

- Q. Did you then think you weren't competent to act as a pilot?
  - No. A.
  - Q. Did you think you were competent?
  - A. Yes, I think so.
- Q. Had you taken charge of a vessel prior to becoming a pilot as mate?
  - Yes, I was in charge of my watch. A.
  - Q. Of your watch?
  - A. During the pilotage I was in charge.
  - Q. During the pilotage?
  - A. I was mate and pilot for the company.
  - Q. You were mate and pilot fortthe company?
- A. And I was in charge when I was in charge myself and I was piloting.
  - 0. When you were piloting an . .
- I was in charge at places to handle the I was in charge in handling the ship too.
- Q. Did you handle the ship through the locks?
  - A. Iddid.
- You did. When the new Seaway started Q. operating I imagine that it was new for everybody?
  - A. It was.
- Did you have any difficulty in adjusting to the new Seaway?
  - Not real difficulty.
- Not real difficulty. When you took Q. charge of your first salt water ship was that through the



7	
2	
	ì
	H
_	
٠,	

3

4 5

6

7 8

9

10 11

12 13

14

15

16

17 18

19

20

21 22

23

24

25 26

27

28

30

29

THE WITNESS: That is correct.

old system or through the present one?

- A. The old system.
- Q. The old system. Was she a large ship?
- 258 feet long. A .
- Q. 258 feet long. Did you have

any difficulty in handling here

- Α. No, I wouldn't say that.
- Q. Could you apply your knowledge of ship handling to this salt water ship without any trouble
  - Α. I didn't understand your question.
    - 0. You were used to handling Take ships?
    - That is correct.
- Q. The first timemyou handled a salt water ship could you make use of your knowledge of lake ship handling without trouble?
- I was on probation for four and a half months on salte water ships.
  - Q. So you had seen . . .
  - Manoeuvring.
- Q. Manoeuvring of salt water ships prior to becoming a pilot?
  - That is correct. A .
  - Q. With other pilots?
  - With other pilots. Α.

THE CHAIRMAN: So just to sum up, you had local knowledge before?

THE CHAIRMAN: You undertook the training and all that was requested from you was the ship handling



3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

English

of ocean-going ships?

THE WITNESS: Different ships.

THE CHAIRMAN: And also did you find much difference or more difficulties in the new Seaway then you had found in the Cornwall section?

THE WITNESS: Well, it was all new to us, the old system.

THE CHAIRMAN: The Cornwall system was pror to the Seaway?

THE WITNESS: That is right.

THE CHAIRMAN: So you knew that part?

THE WITNESS: That is correct.

THE CHAIRMAN: Is the new part more difficult than the Cornwall section?

THE WITNESS: Both have got their difficulties.

THE CHAIRMAN: The locks are just about the

same. It is only in the open waters of the lakes.

MR. JACQUES: Q. After your experience from 1936 to 1956 as a seaman and officer, 1st mate, including company pilot, it took you four and a half months roughly to become a pilot?

A. Yes.

- Q. And you were a competent pilot?
- A. I said it wasn't enough.
- Q. Were you competent after four and a half months?
  - A. Well, this is a large word.
  - Q. Were you able to do the jab?
  - A. Well, I didnthe job.

27 28

28

29



•						
	Er	18	1	1	S	h

2

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29

30

- Q. Did you have accidents?
- A. I didn't have any accidents but I didn't feel comfortable at times.
  - Q. Why?
  - A. Because . . .

MR. LALONDE: My lord, this is really a funny question, why didn't he have accidents. How can the witness answer?

MR. JACQUES: You didn't hear the answer.

The witness said he didn't feel comfortable and I asked him why.

THE WITNESS: Because you could always learn and gain experience.

- Q. Do you still learn today?
- A. I still learn.
- Q. Do you feel comfortable today?
- A. Yes.
- Q. What is the difference?
- A. I learn every day. I have more experience.
- Q. In 1956 you say you didn't feel comfortable?
  - A. It was the changing of the ships.
- Q. Changing of the ships. You were on a strange built ship?
  - A. Yes.
- Q. Did you feel comfortable on lake boats? You have handled lake boats as phlots
  - A. Yes, I was 20 years on lake ships.



shi

(X)	
4 8 1	1 3 1
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	
21	
22	
23	
24	
25	
26	
27	
00	

29

30

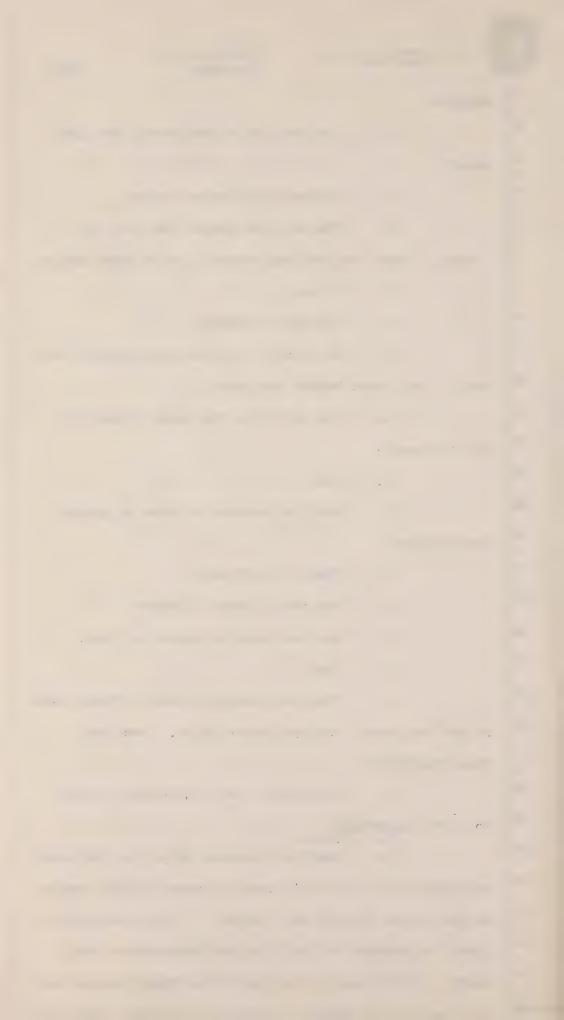
	Q.	You	were	quite	comfortable	on	lake
ps?							

- A. The work was easier for me.
- Q. The work was easier for you. Do

  I take it that the work was harder on salt water ships?
  - A. It was.

ANGUS, STONEHOUSE & CO. LTD

- Q. How was it harder?
- A. As I said it is the structure of the ship. They don't handle the same.
- Q. You said that the basic principles are the same?
  - A. Yes.
- Q. What difference is there in general application?
  - A. They are different.
  - Q. Are they slower, quicker?
  - A. No, but their structure is high.
  - Q. Yes?
- A. The wind affects it more. Their speed is not the same. Some are motor ships. Some are twin propellers.
- Q. You didn't feël comfortable but yet
  you were competent?
  A. I was.
- Now, the currents which you indicated on Exhibit 452 to 457 are nearly always at right angles to the centre line of the channel. I refer you particularly to Exhibit 454 which is the Beauharnois canal chart. If you look at the chart from Upper Beauharnois Lock to buoy 17B which is roughly 4-1/2 miles, you have



indicated the current running across the centre line of the channel. Can you explain to me how this body of water can run across the centre line of the channel?

- A. Well, the power dam at Beauharnois is built on the left. I suppose that draws the water to the dam. That must be the effect of the currents.
- Q. What is the meaning of the arrows at right angles to the paxiso of the channel?
- A. Well, this is a way to point out with an arrow.
- Q. Would it mean that the currents would actually be running across the centre line of the channel?
- A. No, but it means that the current will set me on that side.
- Q. That is the general direction of the set of your ship?
  - A. It is.
- Q. It isn't a true indication of the direction of the current?
  - A. No, no.
- Q. Would that be applicable to all the arrows you have indicated on these Exhibits 452 to 457?
  - A. That is correct.
- Q. It would. You mentioned the difficulty in the pool at Beauharnois meeting ships. According to the Great Lakes rules the downbound ship has the choice?
  - A. Yes.
- Q. Would you advocate a change in the rule in that particular place to make your work easier

2

1

3

5

7

8

10

11

12 13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29



3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

Englis	31
--------	----

and safer?

A. No, no. This is the way -- no, I can't advocate any change. This is the way it is. That is all there is to it.

Q. If the downbound ship didn't have the choice, if a downbound ship had to take a certain side of the channel and the upbound ship a certain side would that make your work easier?

A. Yes, but he may be in as bad a condition as I am myself.

Q. You would rather lease the rule as it

is?

- A. When I am downbound myself.
- Q. You profit by it.
- A. I have my own choice.
- Q. Have you piloted bridge aft ships?
- A. Yes, several times.
- Q. Several of them. Large ones?
- A. Large ones.
- Q. Do you know the ship the SILVER ISLE?
- A. I do.
- Q. Have you ever piloted her?
- A. No.
- Q. Have you ever piloted ships of a

similar size?

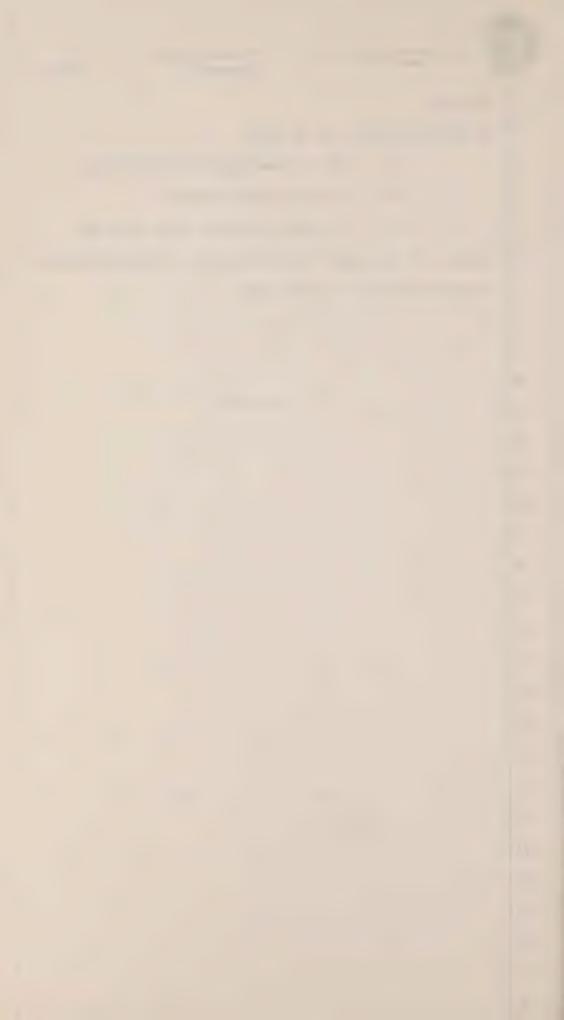
- A. Yes, I have.
- Q. Bridge aft?
- A. Bridge aft.
- Q. Did you experience any difficulties



×	
1	English

in piloting this type of ship?

- A. No, if they are not motor ships.
- Q. They are motor ships?
- A. If they are motor ships with the bridge aft you might find difficulties in strong winds, otherwise they are pretty good.



English

locks t

ships?

1

3

5

6

7

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

2627

28

29

۵,

30

	Q.	Are	they	more	đ:	Lfficul	lt 1	to	take	thro	ug
han	the	other	conve	ntiona	al	ships	or	the	e lak	ce:	

A. In normal conditions, no.

- · ·
- Q. They are not?
- A. No.
- Q. I am sorry to come back on currents, but is their direction always the same or do they vary with the season or with tide, if there is any tide?
- A. Yes, they vary. There is no tide up in our District.
  - Q. None at all?
  - A. It varies in the spring.
- Q. Do they vary in direction or in strength?
- A. Not in direction. Mostly the same direction, but velocity.
- Q. Velocity is different. You have mentioned a very famous word, the word "squat". Would you explain what you mean by "squat"?
- A. Squat is if you are piloting a ship full speed in the channel and if you feel your ship is not steering good, and vibration like if you were rubhing the bottom slightly, well that means that you haven't got much water between your keel and the bottom.
- Q. But you have been on very light ships going full speed where there is a lot of vibration haven't you?
  - A. Yes, but when you are on light ships



So you refer to the experience of



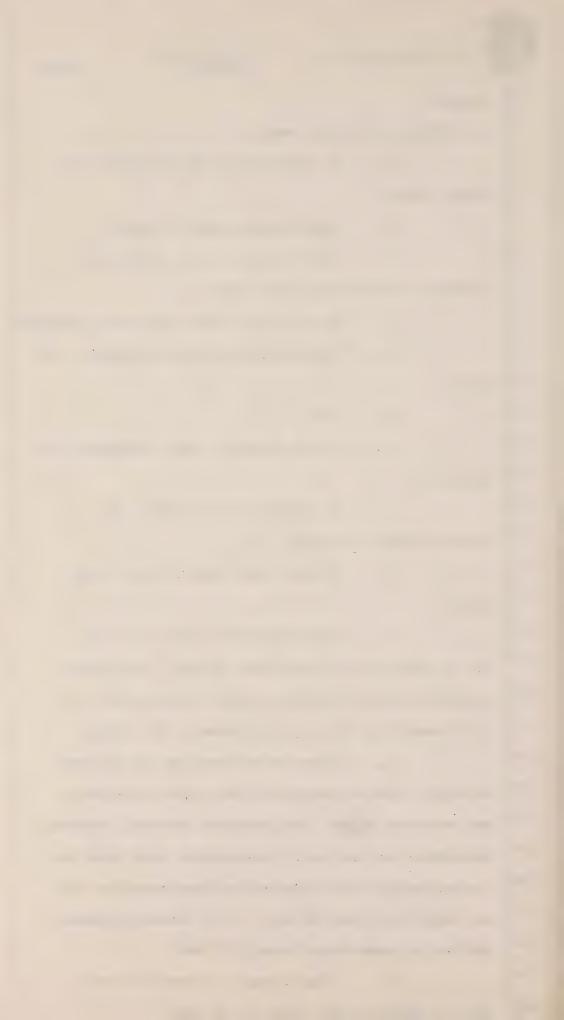
chart?

# ANGUS, STONEHOUSE & CO. LTD.

your draught isn't the same.

loaded ships?

- A. Loaded ships, that is right.
- Q. Squat to you is just perhaps poor steering or handling of the ship?
  - A. No, it is not very much water underneath.
  - Q. You know your depth by looking at the
    - A. Yes.
- Q. Is the depth the same throughout your District?
- A. No. This is what I mean. At certain places you squat.
- Q. Is there less than 27 feet in any place?
- A. That doesn't mean there is less, but if your ship is loaded down to 25'6" and at that particular spot if there is only 27 feet, with a 15 or 16 knot ship, then you are close to the bottom.
- Q. Places where there is only 27 feet of water, have you indicated them on the chart when you mentioned squat? You mentioned yesterday accertain area where you said well I experienced squat here and I experienced squat there and in other areas you did not experience squat at all. Is it because in those particular areas there is only 27 feet?
- A. I don't know if thereis 27 feet,
  This is marked on the chart for 27 feet.



- Q. But you don't know exactly how much water there is?
- A. No. A ship might squat at 28 feet too if he is full speed; all depending on the construction of the keel.
- Q. You don't know exactly how much water you have got under your ship?
  - A A. No.
- Q. But you know there is at least 27 feet?
  - A. At least 27 feet to
- Q. You don't know how much there is?
  There might be 30 for all you know?
  - A. Might be 30.
- Q. Does it happen that having taken a ship up to Snell Lock you return to Montreal by train or bus or other method of transportation?
  - A. At this point?
  - Q. Does it happen very often?
- A. No, I don't think that is very often.
  - Q. Is that applicable to all pilots?
- A. Most of them stay up in Cornwall and wait.
- Q. There is no time or period today when there is a rush for downbound ships so the pilots have to come up by train or road to Cornwall?
- A. Yes. In the spring or in the fall.

  In the spring when all the ship are at the opening of



1 English

> the Seaway, when all the ships are waiting in the Harbour. As much as 40 or 50 ships waiting in the Harbour to come up the Seaway...

- 0. Then you travel ---
- There is no downbound traffic so Α. we take a ship up to Cornwall and come back by bus or train.
- 0.. And who pays your expenses in those cases when you travel by land?
- A . If we are ordered down by the Department, the companies pay our expenses.
  - Q. The companies, what do you mean?
- A . The Shipping Federation if we are working for the Shipping Federation.
- 0. How many trips of 22 or 23 hours did you make?
  - A . Last year?
  - Q. Yes?
- Oh I couldn't say. I haven't got any -- I don't remember. Maybe four or five or six. Exactly I can't tell you.
- Q. Coming back to ship handling, I presume in this District, as in other Districts, when you board a ship you actually take over the navigation? You give the orders direct to the wheelsman and the mate handling the telegraph?
- A. Not give orders to the wheelsman. We are requested to do the handling in our District.
  - Q. And you do it?

2

3

4

5 6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29

\_\_\_\_

i de la companya de l

en de la companya de

to the state of th

\*\* . ., ~.

A R M B S	

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29

30

E	ng	1	1	S	h	
-	-6	-	-	~	-	

- 2
  - Q. All pilots do?

A.

A. All pilots do.

Yes.

- Tell me now, do you find it @- which Q. is more difficult to handle? A large ship or the handling of a small ship? Small, let us say 2,000 tons or 250 feet?
  - A . The larger vessel is more difficult.
  - Q. It is more difficult?
  - Α. Of course.
- Q. Would you point out some of the difficulties in handling large ships?
- A. Well in strong wind, they are high, if they are large, they are high. Being high they catch more wind.
- And entering a lock is it more difficult or less difficult with a large ship?
  - At the entrance of a lock? A .
  - Q. Entering a lock, yes?
- A large ship when it is under control, A. a large ship is easy to take in the lock.
  - Q. To take into a lock?
- abuethings hA. Small ships, sometimes he won't steer very good.
  - In the lock itself? Q.
  - In the lock itself. A.
- Q. \_ Now as regards Cardinal radio, have you ever complained to the Department of Transport in respect to dead spots in Lake St. Francis?

English

1 2

3

4 5

6 7

8 9

10

11 12

13

14

15

16

17

18

19

20

21

22

23

24

25

26 27

28

29

30

Q. Thank you, sir.

- Α. I never did any report myself but I heard say somebody else did. Some of my partners.
- Q. Do you know if your Corporation has taken up the matter with the D.O.T.?
  - A. I think they did.
- Q. You think they did. This dead spot which you have outlined in green on Exhibit 455 is it completely dead?
- Well some days it might be okay, depends on the weather conditions or something. I am not a technician.
- Q. When you couldn't raise Cornwall Station, did you check on the ship's equipment to find out whether it was operating?
- A. Yes, I did. I called the wireless operator and he checked his equipment and then if there is any other ships in the vicinity, I check with them too.
  - Q. . You can reach the other ships?
  - Yes. A .
  - Q. But you cannot reach Cardinal Station?
- On several occasions. In some A . cases we do reach Cardinal.
- Is it more frequent that you cannot reach the station at night?
- Not at night but it is more frequent A. that we cannot reach it.

the state of the s

the contract of the second of the second

I have one question, if I may. Pilot

Two days. Two days and a half,

And where did you rest during these

We were only one pilot on the ship

English

#### FURTHER CROSS-EXAMINATION BY MR. BRISSET:

in 1957 and 1958 when you were pibting ships from

did it take you as an average to do the job?

Montreal to Kingston through the old canals, how long

Q.

A ..

depending on the traffic.

Q.

3

1

2

4

5

6

7

8

9 10

11

12

13

14

15

16

17

18

19

20

21

22 23

24

25

26

a season.

27 28

29

30

A. Also.

from Montreal to Kingston so at night when we could

two days and a half? In the locks or where?

reach a good anchorage around nine or ten o'clock at night, we used to anchor for the night and then leave

around four or three-thirty, five o'clock in the morning.

RE-DIRECT EXAMINATION BY MR. LALONDE:

- Mr. Pintal, when you were acting as a mate and pilot aboard the C.S.L. ships, how often did you travel between Montreal and Kingston?
  - Α. Between Montreal and Kingston?
  - Q. Yes?
  - A. An average of 52 or 55 trips a year,
- 0. You were also going down the River, the Gulf you said?
  - Q. I am asking about trips, double way trips.

2

3

4

5

б

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

English

Each way you count one trip and you were doing about 55?

- A. Yes.
- Q. How big are these ships you were piloting?
  - A. 258 feet long.
- Q. If you were requested to state what spots there should be a minimum -- what would be the minimum for linesmen on the Seaway. Supposing somebody were to come to you and say all right we will put linesmen but we want you to stick to the strict minimum where you feel this is well almost essential, let's put it that way, which spots would you indicate as being the most important: where there should be linesmen in your view?
  - A. In all of them.
  - Q. You feel it is all the same everywhere?
  - A. All of them.
- Q. You stated that you felt it was a dangerous practice. Does it create difficulties as to manoeuvring of your ship or handling a ship, this practice of landing men by landing booms?
  - A. It is a great danger.
  - Q. Did you know a ship called the

#### TRANS RIVER?

- A. TRANS RIVER?
- Q. Yes, an old laker I understand?
- A. Yes. She is not running anymore.
- Q. Have you heard in 1955 a man was killed

28 29

English:

going down a landing boom or by landing boom during a storm with a wet rope? Have you heard that?

- A. Yes, I remember now.
- Q. Where did that occur?

MR. JACQUES: That is hearsay my lord.

MR. LALONDE: Of course it is hearsay. I have further evidence in this respect too.

- A. I forget now where, but I have a good example on the landing boom. It didn't happen to me but I heard.
- Q. You said you were called upon sometimes to travel between Montreal and Cornwall, ordered to the other end of the District. Does that occur mainly in spring and fall?
- A. You could travel too in the summertime if you are too high on turn at the other end, something wrong.
  - Q. When does it occur more often?
  - A. In the spring and fall.
  - Q. Thank you.

THE CHAIRMAN: We all appreciate the advantage of a two-lame channel as there is in the St. Claire
River, two-lane channel fitted with its own proper aids and range lights but would you think it would be feasible in your District with the width available in the channel of the canal? Would that be feasible?

THE WITNESS: I suppose it would in different

THE CHAIRMAN: At different places only, but

F2 27

places.

3

4 5

6

8

7

9

11

1213

14

15

16

17

18

19

20

21

22

23

24

2526

27

28

29

30

English

I gather that at some places the width of your channel is only 500 feet?

THE WITNESS: Yes but if it was a one-way channel, it would be sufficient too.

THE CHAIRMAN: In a narrow channel like that, is it more advantageous to travel just in mid-channel on account of squat or other phenomena too when you are too close to the bank? Don't you in a case like that travel the middle?

THE WITNESS: We do.

THE CHAIRMAN: But if you had two lanes, you would be obliged to stay in your lane and be by the bank all the time. Would that be a great disadvantage?

THE WITNESS: Still could use the middle.

THE CHAIRMAN: You think still this would be better but there are other places where it is wider?

THE WITNESS: Yes.

THE CHAIRMAN: And ranges could be set for two different lanes.

THE WITNESS: That is correct.

THE CHAIRMAN: Would you advocate that?

THE WITNESS: I would.

## CROSS-EXAMINATION BY MR. MASON:

Q. Just one question Captain: you were giving an example and I think it was on a vessel arriving at the Lower Beauharnois and you said that the Captain always asks you to give half an hour's notice so he could

THE REPORT OF THE PROPERTY OF

the state of the s

en grand to the second of the

1	
2	

English

3

4

5 6

7

8

9

10 11

12

13

14

15

16 17

18

19

20

21

22

23

24

25

26

27

28

29

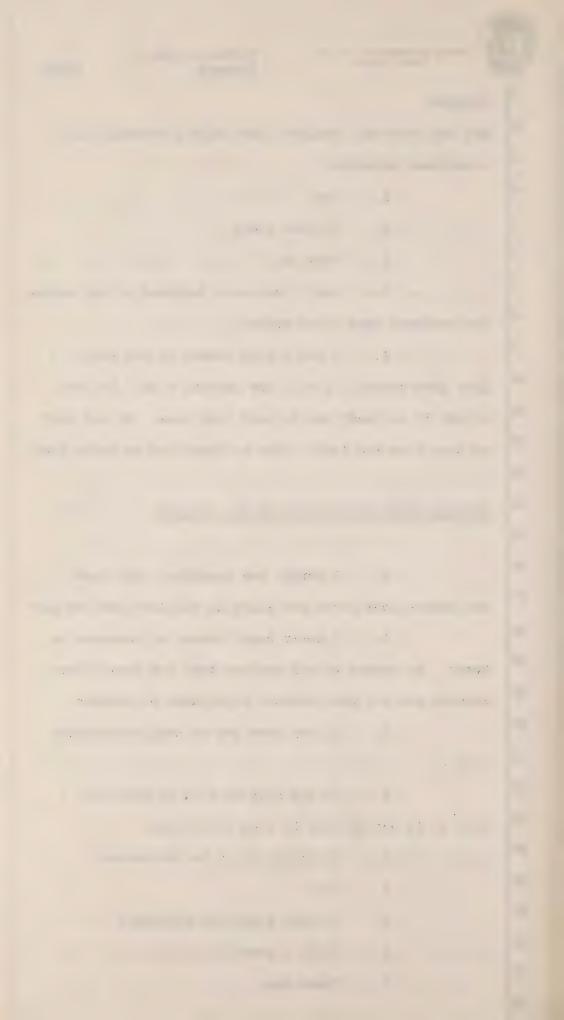
30

get the crew up. Wouldn't they have a deckhand and a watchman on watch?

- A. Yes.
- Q. All the time?
- A. They do.
- Q. Don't you use a deckhand to put ashore, the deckhand that is on watch?
- I don't give orders on the ship. I just give advice. I tell the captain a half an hour before it is ready now to call your crew. We are half an hour from the lock. Then he does what he feels like.

#### EURTHER CROSS-EXAMINATION BY MR. JACQUES:

- I forgot one question. Why does the master look after the lines in the lock and not you?
- Α. I don't speak German or Japanese or Greek. He speaks to his own men that run those lines. winches and all that through microphone or speaker.
- If you have got an English-speaking Q. crew ---
- If the ship is safe in position, I Α. feel it is not my duty to look after that.
  - Q. You leave it up to the master?
  - A. Yes.
  - Q. Is that a general practice?
  - It is a general practice. A.
  - Thank you. Q.



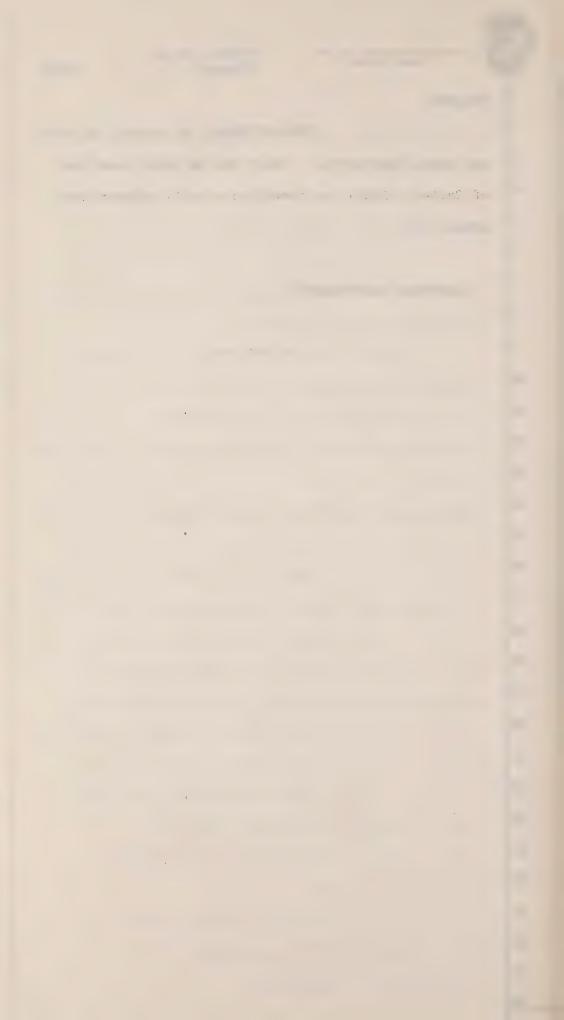
English

until 2:30.

THE CHAIRMAN: So we will adjourn now until two-thirty. There are no other questions of Captain Pintal, so therefore we will adjourn now

---LUNCHEON ADJOURNMENT.

ANGUS, STONEHOUSE & CO. LTD. TORONTO, ONTARIO



MR/RPS1 English

ench 18

---FOLLOWING THE LUNCHEON ADJOURNMENT:

finished.

MR. JACQUES: My lord, as regards Mr. Brisset's request for a breakdown of the three movages in Montreal Harbour, we have had a reply from Ottawa stating that the information for the years 1959 and 1960 is not available. They are obtaining the data for 1961, 1962 and the current year when it will be

THE CHAIRMAN: Therefore, I gather Mr. Brisset you will be satisfied with those three years?

MR. BRISSET: I will be satisfied.

## ANDRE PERUSSE, Sworn

## (THROUGH THE INTERPRETER.)

# DIRECT EXAMINATION BY MR. LALONDE:

- Q. Mr. Perusse could you please tell the Commission what is your occupation?
- A. I am President of the Corporation of the St. Lawrence and Seaway Pilots.
- Q. Could you please give your age to the Commission?
  - A. 37 years old.
- Q. In what Bilotage District do you exercise your functions?
  - A. In the Cornwall District.
  - Q. Ever since when have you been a pilot

the property of the second sec

The specific periods of the design of the specific

e version de le communication de la communicat

and programmed and the second of the

	R D
ME	H B E G

2

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

Fr	en	c	h	?	
S. S.	A 77	30	表声	1	

#### in that District?

Α. Ever since 1956, the 16th of November 1956.

- 0. At the time you were accepted as a pilot was the District divided in Cornwall?
- No. It was in the St. Lawrence Kingston-Ottawa District.
- Which extended from Montreal to Q. Kingston?
- A. Which extended from Montreal to Kingston.
- Before you became a pilot in the Q. Cornwall District, could you please tell us what duties were yours?
- I started to navigate in 1943 on upper lakers and then I went on the Great Lakes and the St. Lawrence River, navigated on the Canadian National vessels and also in South American I became an apprentice pilot in July 1956 and I obtained my temporary pilot's licence on November 16th 1956 until December 31st 1957.
  - Q. Until December 31st 1957?
  - Α. Yes.
- Q. What certificates were you holder of when you became a pilot?
  - A. Captain coasting.
  - Q. How long did your training last in the
    - A . For the same thing as Mr. Pintal's, about

28

29

District?

entre de la proposición de la companya de la compa La companya de la co

to the second second

Carried Control

French

	н
	ш
	ш
	м
	и
_	ш
9	-11
J.	-31

3

4

5 6

7

8

9 10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

30

29

four months, four months and a half.

- Q., Was your training of the same type as that of Mr. Pintal's?
  - A. Yes.
- Had you navigated frequently in the St. Lawrence Kingston-Ottawa District before becoming a pilot?
- A. Yes, I was on board vessels of the Branch Line from Sorel, the ASPENLEAF and we were travelling from Sorel to Montreal. I am sorry, from Prescott oto Montreal.
- Q. How many trips were you performing during a year during that time?
  - A . Approximately 35 to 40 per year.
  - Q. In the District?
  - A . Yes, in the District.
- Q. . When you are talking about trips, were they one-way?
  - A. Yes, one-way.
- Q. My question is the following: was that 70 trips in the District or half of it?
  - A. 70 trips in the District.
- Q. My colleague, Mr. Jacques, wondered why it was called St. Lawrence Kingston-Ottawa. Could you please give us your explanation, what you mean by that?
- A. Yes. There were some oilers which were travelling, such as the RIVER SHELL and then the

3

4 5

6

7 8

9

11

12 13

14

15

16

17

18

19 20

21

22

23

24

25

26

27

28

29

30

French

SUPERTEST which was going upbound to Ottawa .

- Q. Through what River?
- A. Lake of Two Mountains and the canal at St. Anne de Belleview.
- Q. Could you please talk a little louder.

  Did the pilots of the District go on board these vessels?
- A. Yes. Some of them went on board these vessels but not all pilots were travelling in that District.
  - Q. Do you know at what time that traffic stopped, or that route was stopped?
- A. Well I would say in about 1955, 1956 when we entered there no longer was such a route.
- Q. You have stated that you are the President, at the present time, of the Corporation of the St.Lawrence River and Seaway Pilots?
  - A. Yes.
- Q. Your lordship I would like to file a certified copy as Exhibit 806 entitled certified copy of the letters patent as well as additional letters patent changing the names of the Corporation in 1961 and the ten By-Laws of the Corporation as approved by the Secretary of State up to now. All these documents are filed in a bundle as Exhibit 806.

--- EXHIBIT NO. 806:

Certified copy of letters patent as well as additional letters patent changing the name of the Corporation in 1961 and ten By-Laws of the Corporation.

French

MR. LALONDE: I do not have the English text my lord but I am going to try to find it and then try to establish a complete set of these documents in English.

- Q. Could you please tell the Commission how many pilots in your District there are?
  - A. 32.
- Q. How many of them are members of the Corporation of the St. Lawrence River and Seaway Pilots?
  - A. They are all members of the Corporation.
- Q. Has it been the case since the establishment of the Corporation?
  - A. Yes.
- Q. Is there at the present time within your District an apprenticeship plan?
  - A. No.

and the second of the second o

B/RPS 1

French

3

2

4 5

6

8

10 11

13

12

14 15

16

17

18

19 20

21

2223

24

25

2627

28

29

30

		ର.	;	How	far	back	must	We	go	in	or	der	te
ind	out	when	the	last	pi]	Lots	were	admi	.tte	d i	n	your	<b>b</b>
istr	ict	?											

- A. I think the last pilots admitted in the District were pilots who had been transferred from the Upper St. Lawrence District to the Corporation of the St. Lawrence River and Seaway Pilots.
  - Q. When did that occur, in what year?
  - A. In 1962.
- Q. Were these pilots previously pilots in the District, at any rate before the District was divided?
  - A. Yes.
- Q. Did your Corporation make a request for the establishment of an apprenticeship system within your District?
- A. Yes, I think that such a request has been made ever since 1958 in order to obtain such a system of apprenticeship and prior to that we have asked for a system of apprenticeship or helmsmen who could be used as apprentices.
- Q. I notice that in an exhibit which has already been filed before this Commission and which was the agreement between the pilots and the D.O.T. dated April, 1962, the Minister of Transport promising the establishment of an apprenticeship system in the District of Cornwall in 1963, or for 1963. Has this system of apprenticeship been established since?

A. No.

The control of the second of the second second second

1 1 . .

The second secon

en de la composition de la composition

and the second of the second o

1939 Burney Burn

A CONTRACTOR OF THE CONTRACTOR OF THE STATE OF THE STATE

en la la companya de la companya de



Erench

ANGUS, STONEHOUSE & CO. LTD.

TORONTO, ONTARIO

2 3

4 5

6 7

8 9

10 11

12

13 14

15

16 17

18

19

20

21

22

23

24

25 26

27

28

29

30

Cornwall District.

Q. Did you have any discussions with the Department on that question?

A. Yes, there was a great deal of correspondence exchanged to that effect, but nothing happened.

- Q. Did you propose yourself an apprenticeship system?
- A. Not me, but the President who was there before me proposed one in 1962.
- Q. Did your Corporation propose such a system of apprenticeship?

A. Yes.

- Q. Do you know if the apprenticeship system proposed by your Corporation was enforced?
  - A. No, it hasn't been put into force.
- Q. Your lordship, there is quite a detailed correspondence between the D.O.T. and the Corporation on this matter. I can file before the Commission a major part of this correspondence, at any rate all the correspondence we have at our disposal. On the other hand I know this correspondence may also be found in the files of the D.O.T. For the purposes of the Commission I can file immediately the documents we have on hand pending their completion with the help of the files of the D.O.T.A. I would like to ask the Commission to give particular attention to this files which shows bblatantlytthe type of problem that may be raised in the relationships between the D.O.T. and a group of pilots, and especially the pilots of the

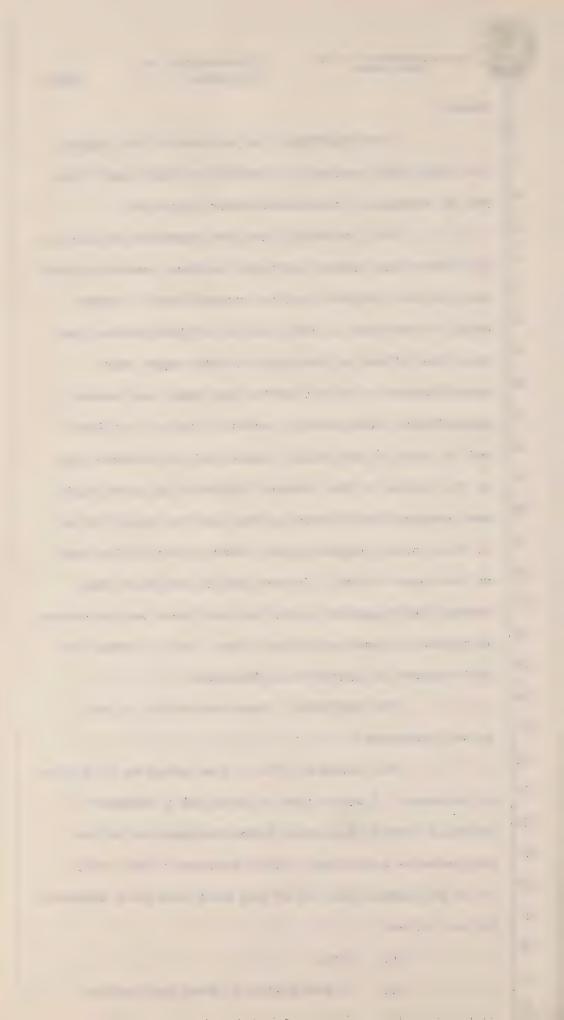
THE CHAIRMAN: Do you know if the reason for this delay wouldn't be due to the fact that there was no emergency to establish such a system?

MR. IALONDE: Upon the agreement in April, 1962 there had been an official written promise on the part of the Minister that an apprenticeship system would be enforced in 1963 and one of the reasons for which the pilots of the District had urged this establishment of such a system was that they needed apprentices for a certain number of years and they had to recruit the proper people and the average age of the pilots in the Cornwall District is quite high, even comparatively speaking high and naturally we had to think about replacing all these pilots in the more or less near future. In the past it had been done through the Kingston pilots because there was an excess of pilots in that particular place, but it seems that that reserve is pretty nigh depleted.

THE CHAIRMAN: There are still a few to be transferred.

MR. LALONDE: Yes. I am going to file this as evidence. I would like to show you a document entitled draft submitted by the Corporation of the St. Lawrence and Seaway Pilots November 15th, 1962. Could you please tell us if you have seen this document in your files?

- A. Yes.
- Q. I would like to show you another document entitled draft submitted by the Minister of



Transport at their meeting on November 16th, 1962. Was the document taken from your files as well?

A. Yes. I must notice here there is another one which had been submitted by the Minister in 1963.

Q. Yes, I show you a document entitled

Cornwall Pilotage District apprentice system proposed by the Department. Is that the document you referred to and which would have been proposed in 1963 ?

A. Yes.

- Q. Now I show you a series of letters or photostat copies of letters, one dated January 30th, 1963 signed by the Minister of Transport, the Honourable Leon Balcer and addressed to me and referring to the agreement of April 13th, 1962 and suggesting that the question be left pending while awaiting for the report of this Commission. Did you receive a copy of that letter at your Corporation?
  - A. Yes.
- Q. Now I show you a copy of the letter sent by myself to the Honourable Balcer February 22nd, 1962 in which I stress the emergency aspects, the reasons for immediate steps on the part of the Department and ask that this agreement of April 30th, 1962 be respected. Did you have a copy of that letter in your files?
  - A. Yes.
  - Q. I would like to show you moreover a

1

2

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29

30

copy of a letter dated March 14th, 1963 addressed by J.R. Baldwin to myself indicating that the draft submitted by the Corporation or the draft apprenticeship programme submitted by the Corporation had been sent to the Shipping Federation of Canada and to the Dominion Marine Association. Did you receive a copy of that letter?

> A . Yes.

I would like to show you a copy of a letter of the Honourable George McIlraith, Minister of Transport addressed to myself underlining the objections of the shipping organizations to the submitted draft and mentioning a new draft, that a new draft was attached to that letter of May 6th, 1963. Could you please tell me if that document is an outline of the Cornwall District pilotage apprenticeship scheme proposed by the Department and was also attached to that letter?

> Α. Yes.

I would like to show you a copy of a letter from the Honourable George McIlraithdated June 18th, 1963 referring to a letter from myself dated May 22nd that I will file later on. This letter raises doubts regarding the necessity of having French and Englishins of ar as the candidates to apprenticeship in your District were concerned. Did you receive a copy of the letter?

> A. Yes.

Q. I show you a copy of a letter sent

French

by myself to the Honourable George McIlrathdated
July 4th, 1963 raising the answers of the Corporation
to the objections contained in the Minister's letter,
denouncing the draft submitted as being simply a
system of pilots under a probationary system instead
of being an apprenticeship system contrary to the
agreement of 1962 and stating moreover that the pilots
were ready to meet with the officials of the Department
at any time in order to discuss this question. Did
you receive a copy of that letter?

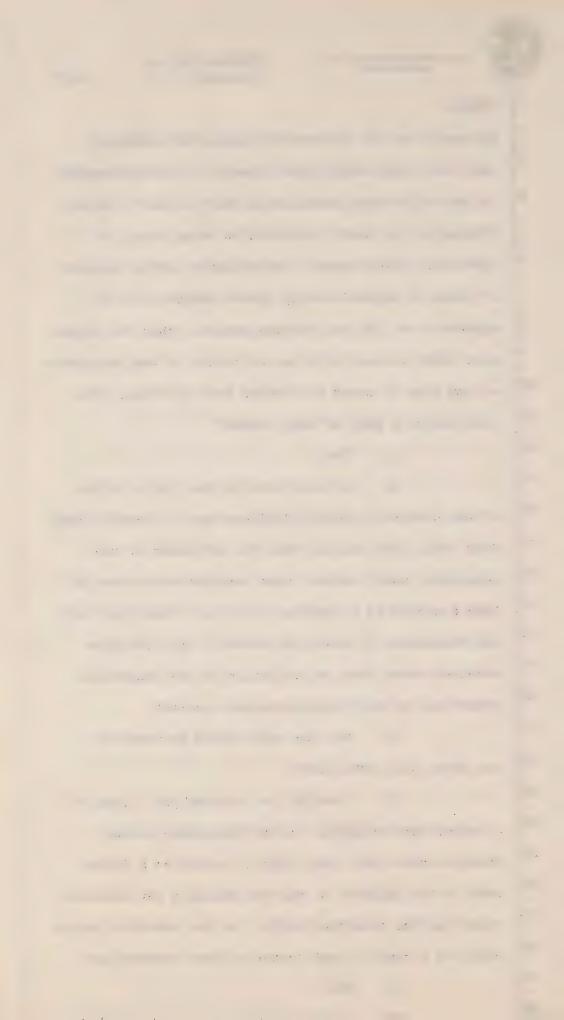
A. Yes.

- Q. I would like to show you a letter of the Honourable George MacAlrae sent to myself dated July 29th, 1963 stating that the officials of the Department would contact your Corporation as soon as they would be in a position to do so. Could you tell the Commission if since the month of July you have received words from the officials of the Department regarding the draft apprenticeship system?
- A. No, the last letter we received was dated July 29th, 1963.
- Q. I would like to show you a copy of a letter sent by myself to the Honourable George

  MācAlrae dated May 22nd, 1963 in answer to a letter sent by the Minister of May 6th making a few comments regarding the submitted draft. Do you remember having received a copy of that letter at your Corporation?

A. Yes.

MR. LALONDE: Your lordship I would like to



Perusse, dir.ex. (Lalonde)

French

file this series of documents in a bundle as Exhibit 807.

--- EXHIBIT NO. 807:

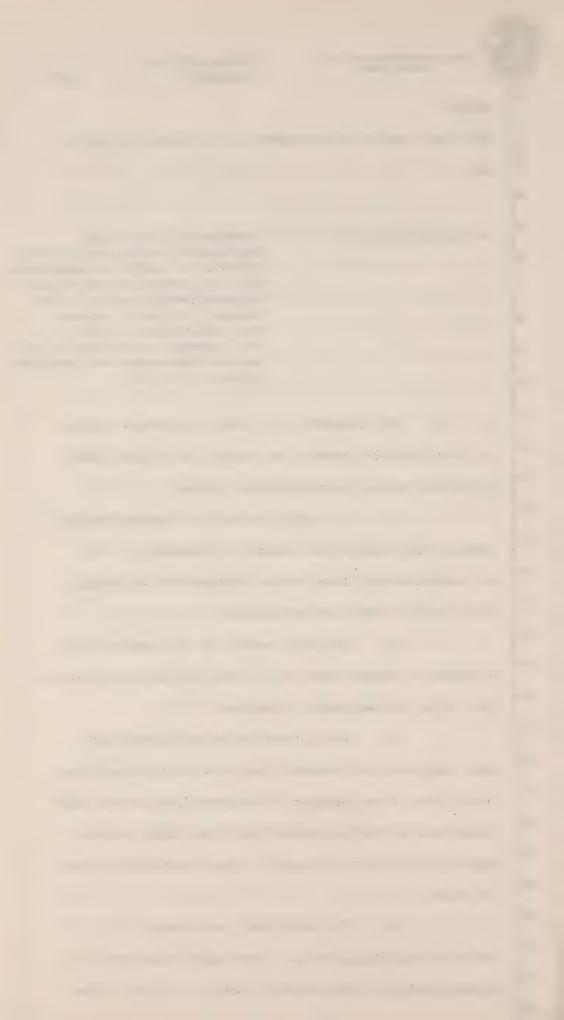
A series of letters or photostatic copies of letters filed in a bundle in connection with the establishing of an apprenticeship system in the Cornwall District between the Corporation of the St. Lawrence and Seaway Pilots and the Department of Transport proposed for 1963.

MR. LALONDE: Q. What difference exists in your District between the system for pilots under probation and an apprenticeship system?

A. We would prefer the apprenticeship system, for example the school at Rimouski so that the candidates may have better information regarding radar and so forth and gyroscopes.

- Q. For what reason do you prefer such a system -- strike that out -- what do you mean exactly by a pilot system under probation?
- A. Well, previously the lakers had many competent men because they were navigating often in the River from Kingston to Montreal and now on board large lakers they accomplish only two trips a month which isn't enough in order to learn everything about the River.
- Q. You said that previously you were travelling after. How many trips were you accomplishing in the Cornwall District in the course of a year?

\_\_



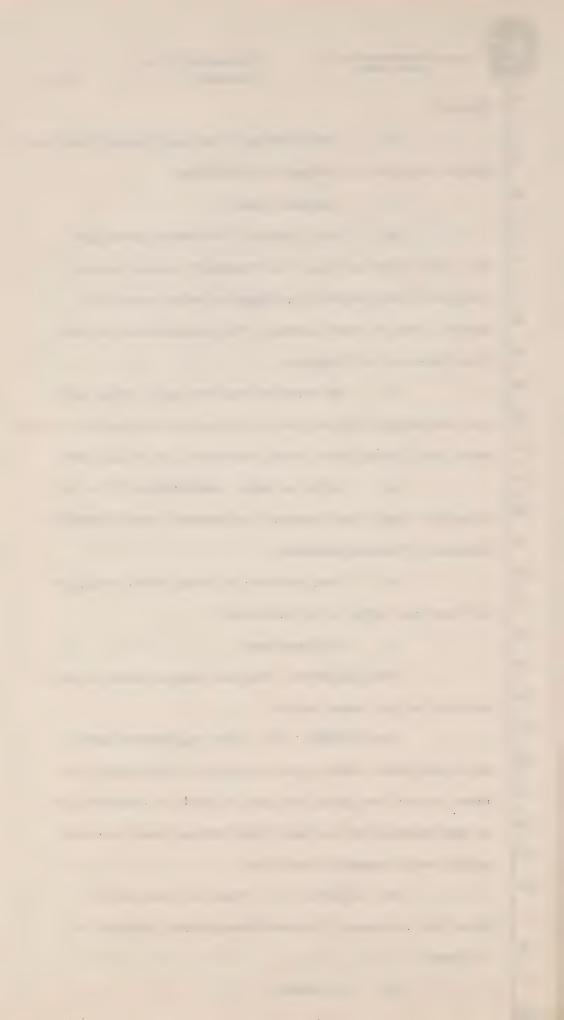
- A. The first mate on lake barges previously always went to St. Francis and Lachine.
  - Q. Lachine Lock?
- A. Yes, Lachine Lock which is called St. Louis Lake and also the Thousand Islands which extended from Prescott to Kingston with the ship's master, then we were knowing the currents which went from Prescott to Kingston.
- Q. My question was how many trips were you performing a year, let us say as an officer of a laker were you doing more trips than they are doing now?
- A. Well, we were performing 35 to 40 trips per year from Prescott to Montreal and Kingston/Montreal.
- Q. When you are talking about trips do you mean one trip up or both ways?
  - A. Only one way.

THE CHAIRMAN: Now the larger vessels only perform two or three trips?

THE WITNESS: Yes, the big lakers have to go up the Great Lakes, Port William, Port Arthur, in order to get the grain and get it back to Montreal and in the meantime we can see them making, they are one or two weeks stemming the tide.

MR. LALONDE: Q. When you mention 35 trips did you mean 35 times through the District or 70 times?

- A. 70 times.
- Q. Just to avoid any confusion before



French

4

3

6

5

8

9

7

10

11 12

13

14 BB2

16

15

17

18

19

20

21

22

23

24

25

26

27

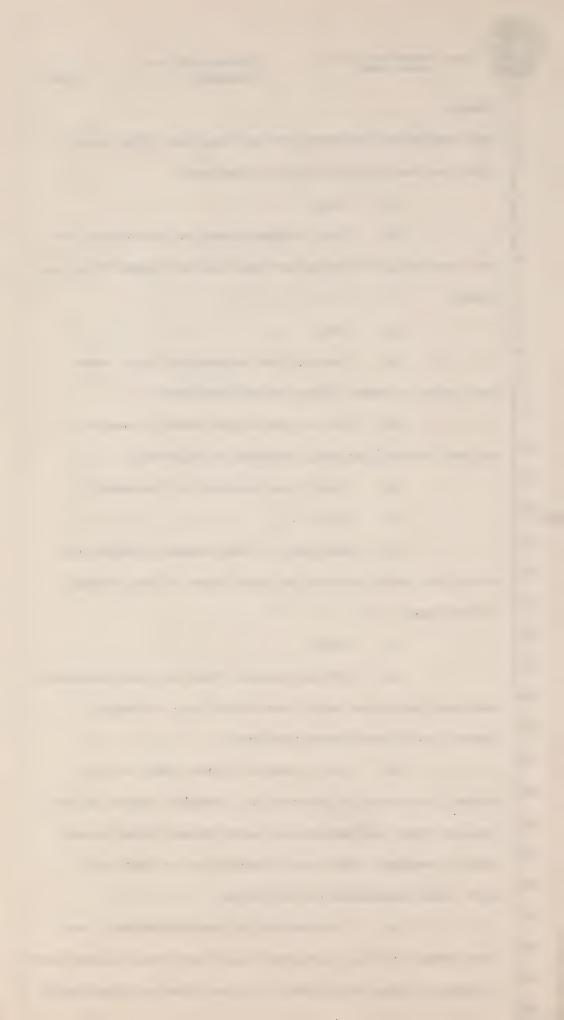
28

29

30

the Commission whenever you use the term trip, every time you mention trip this is one way?

- A. Yes.
- Your evidence was to the effect that you were doing 70 trips per year in the District at the time?
  - Yes.
- Q. How did you accomplish that, were you going on Great Lakes aside from that?
- A. No, on board the vessel I was on, we were travelling only Prescott to Montreal.
  - Only from Prescott to Montreal? Q.
  - Yes.
- Q. And this is the reason perhaps for which you could perform so many trips in the course of the year?
  - A. Yes.
- At the present time to your knowledge how many trips per year does an officer on board a laker, the upper lakers perform?
- A. Well, most officers, that is 1st mates, 1st mates in the old St. Lawrence Seaway at the present time are masters on board larger vessels and the 2nd masters have been promoted to 1st mate who have less experience on the River.
- Q. We question is the following: how many trips to your knowledge could have been accomplished by upper lakers every year? Do you have an approximate knowledge of that, a laker coming up the harbour once



a week or once a fortnight?

A. I would say approximately 20 trips per year approximately.

THE CHAIRMAN: That makes ten trips and return trips, ten round trips.

MR. LAIONDE: Q. When you were an officer on board these lake vessels did you fulfil the tasks of pilot at the same time?

- A. Well, when we were on the River especially the companies employed us as mate, second mate and so on.
- Q. Did you have special reimbursement for your task as pilot in addition to the remuneration as 2nd mate and so on?
  - A. Yes, we had a certain remuneration.
- Q. Was this added to your remuneration as officers?
  - A. Yes.
- Q. To your knowledge was this a practice of a general type or was it unusual, exceptional in your case, in the company for which you were working?
- A. No, there were certain companies which didn't pay for pilotage, but there were others who did pay.
- Q. What advantage would you think at the moment is there in having a system of apprenticeship in the sense of the term as you define it, that is to say the Marine School stage and prolonged training in the District?

2

1

3 4

5

6

7

8 9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

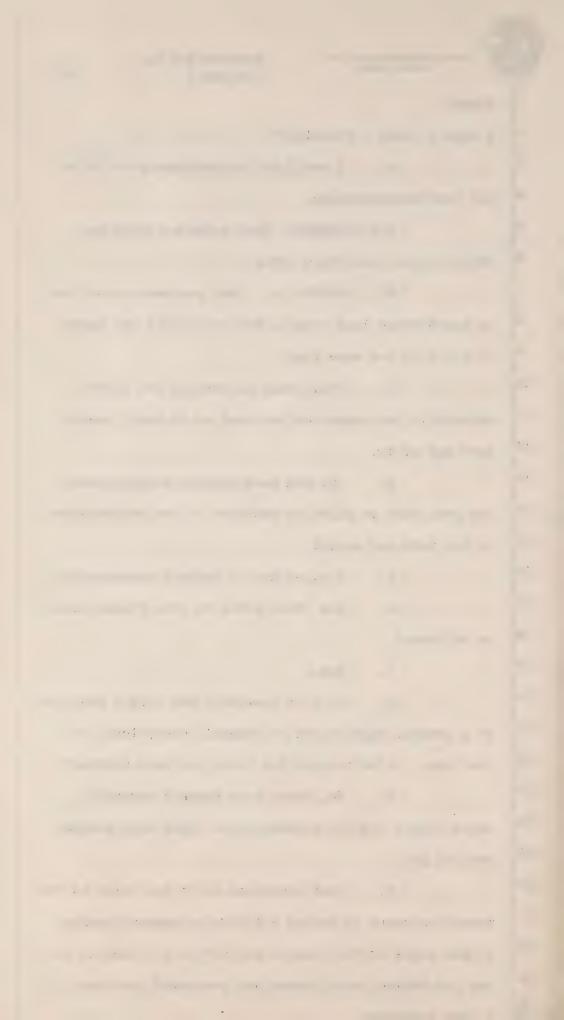
24

25 26

27

28

29



2 3

4 5

6 7

8

9

10

11

12 13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29

30

French

Well, by doing the apprenticeship for three years, two or three years, you can go aboard all sorts of vessels. First there was Rimouski, you can go on radar, you can go on bad weather and so on. Then you can learn the various factors that are involved.

- Q. As regards this question involving people, who for instance had a special captain's certificate, in this connection would these people be better-qualified for fulfilling tasks of a pilot in your District? What is your opinion on this?
- A. No, I don't think this type of certificate is better than that of an ordinary captain or coasting captain.
  - Q. Why is this?
- Because for these types of captains they come: into the Harbour and there are many tasks with which they have to be familiar.
- Q. Could you please repeat your answer. The interpreter didn't interpret your last answer
- I was saying that this type of captain for a long-term trip: don't manoeuvre the vessels especially in the Districts involved and in many cases the pilot may have different tasks involved. I don't think these long course captains are equipped for this type of manoeuvre.
- Q. Would you be able to say if in your District a type of mandatory payment for pilotage exists at the moment?

A. Yes.



ANGUS, STONEHOUSE & CO. LTD.

Q. Since when has this system existed to your knowledge?

- A . Since the 7th of November, 1960.
- What was the general type of operation of the pilotage in your District, let us say from the time you had been appointed in 1956, could you tell the Commission if to your knowledge, how this system worked?
- A. No, this didn't exist in pilotage, but many other pilots who weren't licensed travelled on the vessels and this is why we had this in, we had very much pressure to have this mandatory system.
- Q. These pilots whom you call unlicensed. how would he manage piloting a District before this?
- A. He got on board her in Montreal and he got off in Kingston. That would be the 2nd officer and so on.
- Q. To your knowledge would this person hold a pilot's licence for pilotage?
  - A. No.
- Q. Before the setting up of the mandatory payment of pilotage dues the authorities had nevertheless given out pilotage licences, hadn't they?
  - How do you mean? A.
- Q. Before the seventh of November -- what was the year, 1961?
  - 1960. A.
- Before the seventh of November, 1960 Q. had the Pilotage Authority given licences for pilotage

2

1

3 4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29



F	r	e	n	c	h
460	alle.	v	2.7	V	44

ANGUS, STONEHOUSE & CO. LTD.

in your District? Did you yourself receive a pilotage licence in 1956?

- A. Oh, yes, after an agreement.
- Q. Yes. Well then, if I understand properly at that time there were two categories doing pilotage?
  - A. Yes.
- Q. This category of persons who were piloting without being properly licensed, did they carry on until the setup of the mandatory system of pilotage dues in 1960?
  - A. Yes. It is still going on.
- Q. Mandatory pilotage dues payment system
  -- in what way: has it been that these people who
  weren't licensed were allowed to be pilots?
  - A. . . . . .
- Q: Would you repeat the answer. The interpreter didn't interpret it.
- A. I don't think that this benefited those particular pilots in the companies, the only ones concerned because I believe that the only ones who were affected were the sea-going vessels and the salt waters.

en de la companya de la co

10000

R/RPS

French

2

3

4

5

6

7

8 9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29

30

Q. Now the ocean-going vessels, do they take on licensed pilots, to your knowledge?

> A. Yes.

ANGUS, STONEHOUSE & CO. LTD.

- Q. . Was this the case before the setting up of the compulsory system of pilotage dues in 1960?
- A. Yes, but there were many American pilots who got off the ocean-going or the salt water boats right up to Montreal.
- Q. Did you have the opportunity or the occasion in the past, before 1960, of making complaints to the Pilotage Authority on the matter of those cases of pilots or persons piloting vessels who were not holders of a licence in an appropriate manner?
- Yes, we sent telegrams to Mr. A. Gendron who was the Regional Superintendent at the time. Telegrams were sent also to Ottawa.
- Q. I am now showing to you a bundle of documents dated the 24th of October 1956 up until the 14th of November 1963. Would you please tell the Commission whether this bundle of documents was prepared from your own files and whether you have yourself seen this during the preparation of the documents?
  - A. Yes.
- Q. Would you please tell the Commission what is the nature of this bundle of documents?
- These are the grievances. These were the pilots travelling in the St. Lawrence Kingston-Ottawa area going up until 1960 and after that they were in the Maritime area of the St. Lawrence and Montreal-

The production of the second o

ANGUS, STONEHOUSE & CO. LTD.

1 2

French

3

4 5

6 7

8

9 10

11

12 13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

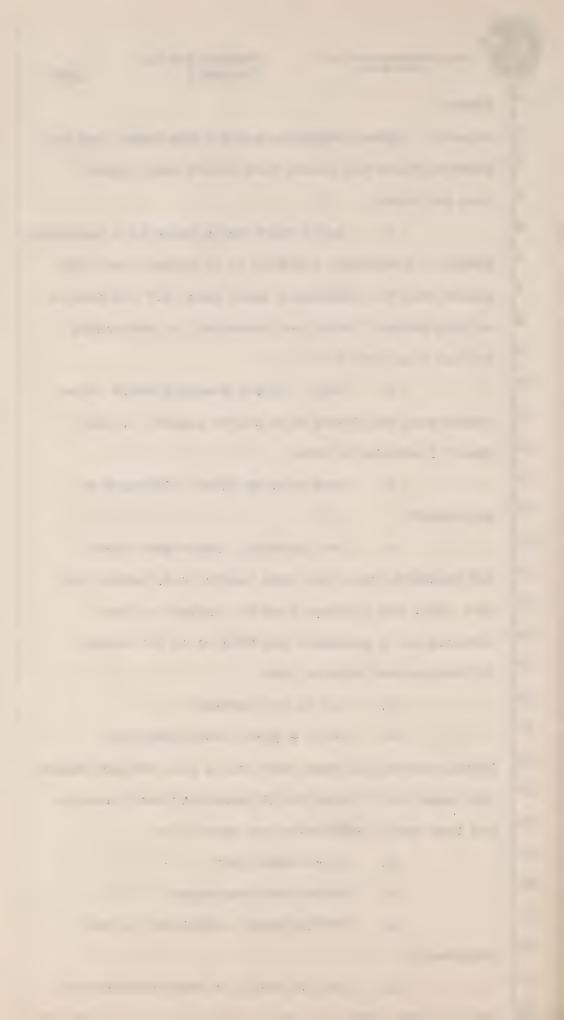
28

29

30

Cornwall, Cornwall-Kingston and got the names, and the dates on which the pilots were aboard and alighted from the vessel.

- Q. Now I don't think there is a particular number of complaints for 1963 or is there? Would you please tell the Commission about this, all the details on this matter? Would you please tell us everything you can about this?
- Α. Yes. All the American ships were coming down the Seaway with pilots aboard. I was myself a witness to this.
- Q. What sort of pilots, licensed or unlicensed?
- A. Not licensed. There were three: Bud Crawford, there was John Rankin, J.H. Ashley who were doing the pilotage from St. Lambert to Cape Varennes and a gentleman was with me on two cases. Mr. Bernier was with me also.
  - Q. . Who is Mr. Bernier?
  - Α. He is a pilot from Wimbledon.
- He was with me and then there was a pilot who got aboard the vessel and I think Mr. Melanson had been there at the time when I spoke with him about this.
  - Q. He was with you?
  - Before the Commission.
- Q. Did you make a complaint to the Department?
- A . Yes, we did. We sent telegrams to Ottawa to Mr. Cumyn and they replied to us to go aboard



2

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

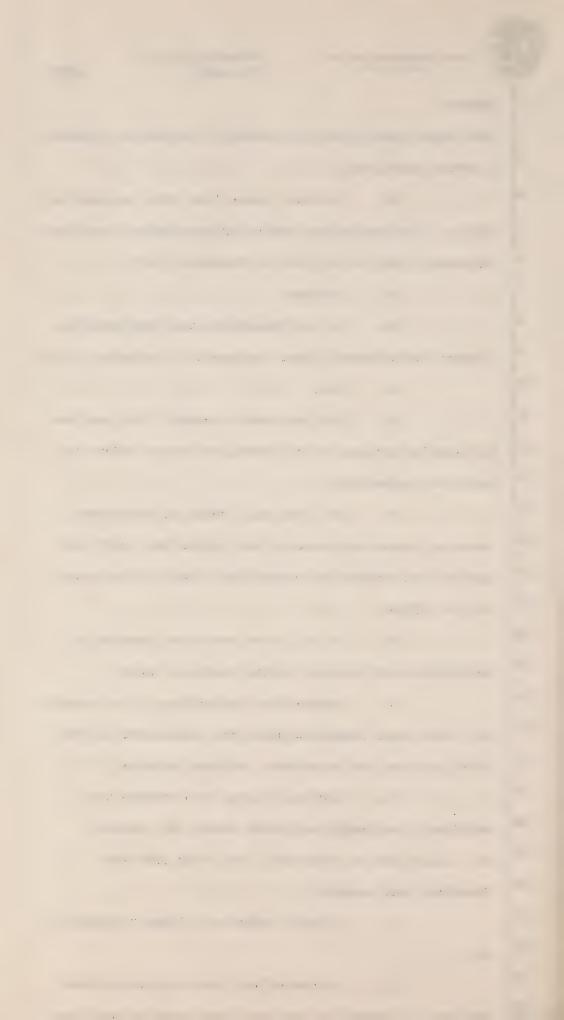
29

30

French

the vessel and pilot it in order to be able to furnish a proper complaint.

- Q. How many cases like this you mention did you find during the period of your going from 21st September 1963 to the 14th of November 1963?
  - Sixteen. Α.
- To your knowledge was this practice already established before the month of September 1963?
  - Α. Yes.
- Q. Did you have a survey? Did you take the trouble and make such a detailed survey before the month of September?
- A. No. The only thing is there were vessels, there were some of our pilots who, well they used to get aboard the vessels but they did not report to the office.
- Q. In all cases was this practice in connection with vessels on the American lakes?
- A . Especially the American lake vessels but there were Canadians which had complaints before this year and the Department had done nothing.
- Q. Did the pilots, the persons you mentioned, you mentioned three names, Mr. Rankin, Mr. Ashley and Mr. Crawford. Did they pilot the Canadian lake vessels?
- A. I don't think so. I don't think so, no.
- Q. To the effect that this would have happened in regard to Canadian lake vessels, what are



2

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29

30

Fre	nc	Ì
-----	----	---

you referring to?

- The Canadian lake vessels, we had telegrams also which were sent to the Department of Transport to Mr. Paul Gendron.
  - Q. What year?
  - Α. The 16th of May 1960.
  - Q. Yes?
- A Nevertheless, until the month of August 1960 ---
  - Q. . Until when?
  - Until the month of August 1960. Α.
- Q. I would like to file your lordship all these documents in a bundle entitled copy of correspondence between the Department of Transport and the Corporation of the St. Lawrence River and Seaway Pilots from the 24th of October 1956 to the 14th of November 1963 concerning the activities of unlicensed pilots in the District. This will be Exhibit 808.

--EXHIBIT NO. 808:

Bundle of documents including copy of correspondence between the Department of Transport and the Corporation of St. Lawrence River and Seaway Pilots.

- Do you know if these American pilots who got aboard vessels in St. Lambert, did they get off at Snell Lock or did they continue their journey until Kingston?
  - A. They go on until Kingston.

. . .

1 Fre	nch
-------	-----

- Q. Do you know if they get off the vessel at Cape Vincant?
  - A. I couldn't tell you.
- Q. You don't know. Is the same practice carried out with these American lake vessels coming downriver?
  - A. Yes.:
- Q. Do you know at what place these pilots, or these persons embark?
- A. They get aboard and get off at St. Lambert. When they are downbound they get off there.
- Q. No, my question is where do they embark? Above the District?
- A. Well when they are downbound I couldn't tell you.
  - Q. When they are downbound you don't know?
  - A. No.
- Q. I believe in your District at the moment there is a uniform rate in this sense that the charge I think is \$160 for a trip?
  - A. Yes.
- Q. Does it happen that pilots in your District, that they pilot a lake vessel, an ocean-going type?
- A. Well for the ocean-going type, it happens. This happens with licensed pibts.
- Q. Well let me put it this way: where you have this question of one single rate or tarfff has it existed for a long time in your District?



T	H
	1
	H
^	I

French

3

5

7

6

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

of -- ?

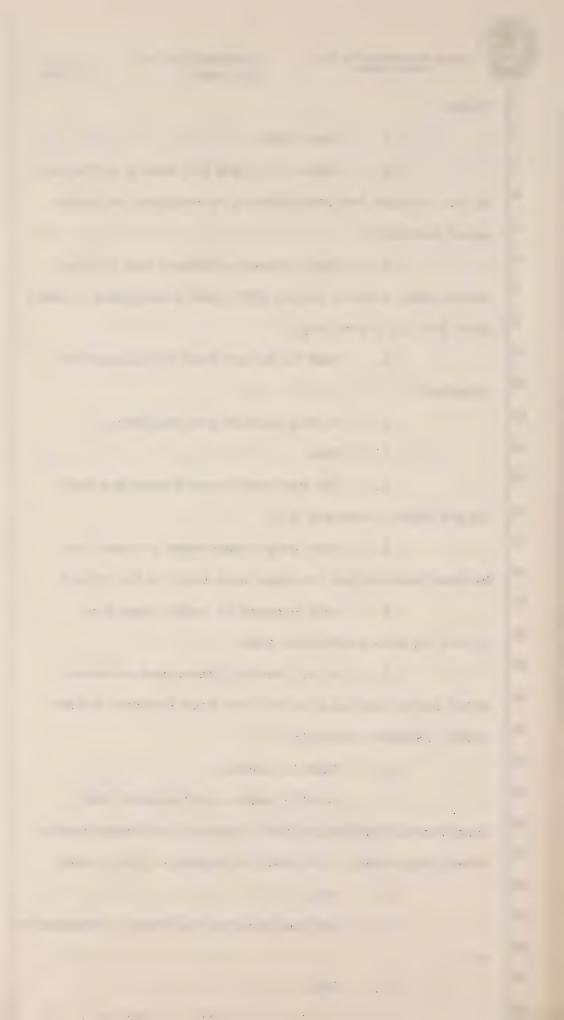
29

30

A. \$85.

Q. Was this a regular practice for lake

- A. Since 1960.
- Q. Before 1960 did you have a difference in the charges for lake vessels as compared to ocean-going vessels?
- A. The difference between the lake and ocean-going vessels before 1959, the ocean-going vessels paid \$262.50 for a trip.
- Q. That is to say from St. Lambert to Kingston?
  - A. Up the Lachine and Kingston.
  - Q. Yes?
- A. And the lake vessels they are only in the River, that was \$85.
- Q. What do you mean when you say that the lake vessels for pilotage paid only in the River?
- A. Well because it would depend on pilots in this particular area.
- Q. At all events, there was no vessel which would take on a pilot from your District before 1960? Is that correct?
  - A. That is correct.
- Q. So if I understand properly the lake vessels you employ for pilotage, are those places other than canals.io Isb that the system at that time?
  - A. Yes.
  - Q. And you received for this a remuneration



3

4 5

6 7

8 9

10

11

12 13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29

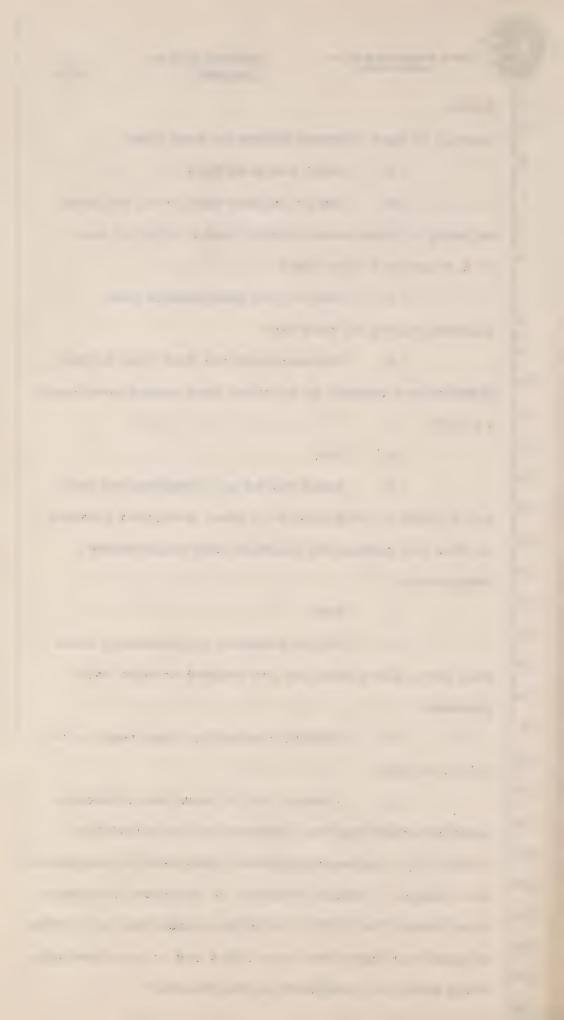
30

French

A.

vessels to take licensed pilots at that time?

- Until the year 1959.
- 0. Can it be said that it is the great majority of lake vessels which took a pilot or was it a minority at the time?
- Most of the lake vessels had licensed pilots at that time.
- Q. You mentioned the fact that in your District the payment of pilotage dues became compulsory in 1960?
  - Α. Yes.
- Q. Would you be in a position to tell me if prior to that date your group exercised pressure so that the payment of pilotage dues would become compulsory?
  - Α. Yes.
- Q. Do you remember approximately since what date, since when had you started to make this pressure?
- I think a brief had been sent to the A. D.O.T. in 1955.
- I would like to show you a document entitled brief from the Committee of Pilots of the District St. Lawrence Kingston-Ottawa sent to the Honourable George C. Marler, Minister of Transport in Canada dated March 23rd 1955. Could you please tell me if this document was taken from your files and to your knowledge would have been submitted to the Minister?
  - A. Yes.

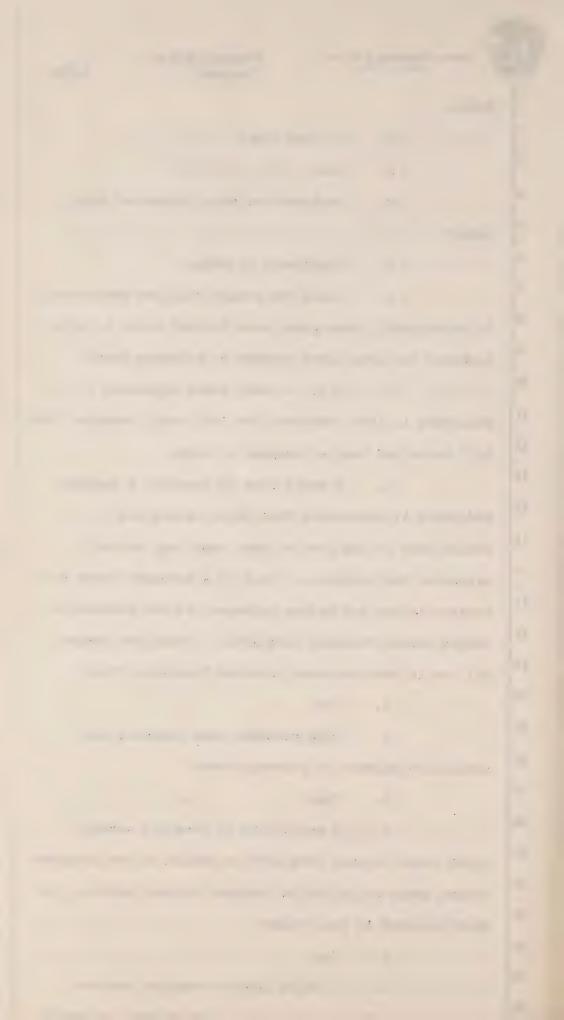


3	М		1
	П	Ì	
1		I	
_	1		

French

		-	-	-	~ ~
2					
~	1				

- Q. At that time?
- A. Yes.
- Q. What was the main purpose of that brief?
  - A. Compulsory pilotage.
- Q. Could you please tell the Commission if subsequently your group took further steps in order to obtain the compulsory payment of pilotage dues?
- A. Yes. We sent other briefsand I think that in 1957, November 6th 1957 until November 21st 1957 there had been a stoppage of work.
- Q. I would like to show you a document addressed to Honourable Paul Gerin Lajoie and I notice that at the foot of that copy they do not reproduce the signature. This is a document under the heading Lajoie and Lajoie addressed to the Honourable George Marler February 21st 1956. Would you please tell me if that document is taken from your files?
  - A. Yes.
- Q. This document also concerns the compulsory payment of pilotage dues?
  - A. Yes.
- Q. I would like to show you another brief dated October 30th 1957 on behalf of the Kingston-Ottawa group of pilots on the same subject matter. Is that document in your files?
  - A. Yes.
- Q. I would like to show you another brief sent by Paul Gerin Lajoe, legal adviser on behalf



French

of the Corporation of the St. Lawrence Kingston-Ottawa District on the same question and other items. Is that document taken from your files dated February 12th 1958?

A. Yes.

Q. Finally I show you a letter sent by Mr. Lajoie to Mr. George Hees, Minister of Transport, September 23rd 1958 concerning the compulsory payment of pilotage dues. Is that document taken from your files as well?

A. Yes.

Q. I would like to file in a bundle these documents as Exhibit 809.

---EXHIBIT NO. 809:

Bundle of documents entitled part of the correspondence between the D.O.T. and the Corporation of the Pilots of St. Lawrence Kingston-Ottawa regarding the compulsory payment of pilotage dues.

Q. I notice by these documents that for many years you have exercised pressure in order to obtain the recognition of the principles of the compulsory payment of pilotage dues. Could you please explain to the Commission why more particularly you want to see the establishment of such a system in your group?

A. Well we wanted to obtain a certain kind of security or guarantee because there was no security for us in the District if there was no compulsory payment of pilotage dues.

THE CHAIRMAN: You are going to obtain a



French

2

3

4 5

6

7

8

9 10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

time.

27

28

29

30

A.

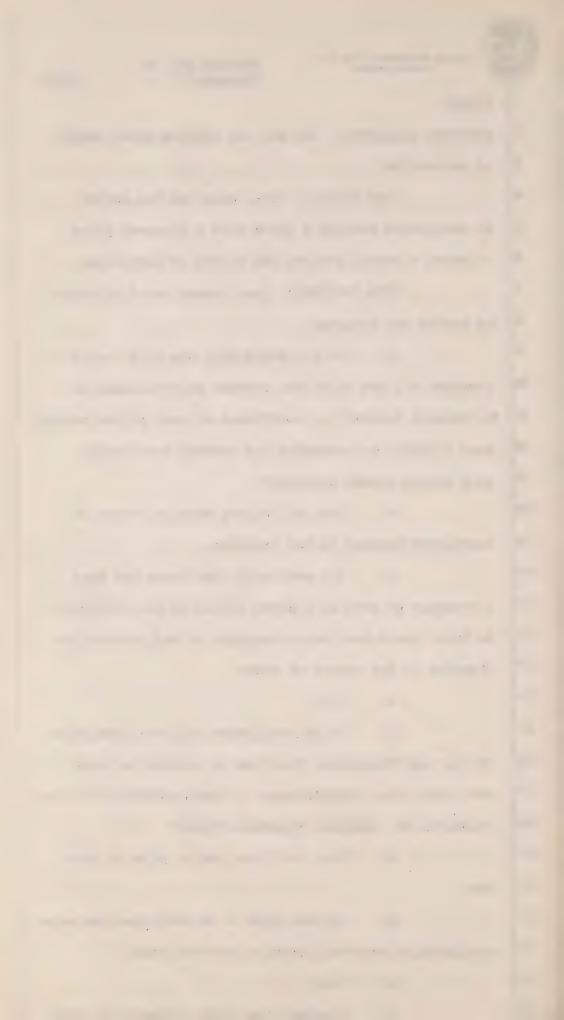
Yes.

personal guarantee? You are not talking about safety of navigation?

THE WITNESS: Yes, also the the safety of navigation because I think with a licensed pilot on board a vessel assures the safety of navigation.

THE CHAIRMAN: Your answer could be taken as having two meanings.

- Q. Do you think that the fact that such a regime did not exist has certain repercussions on the general activity or conditions of your pilots within your District or regarding the general behavior of your pilets in your District?
- Yes, all pilots were in favour of compulsory payment in the District.
- You mentioned that there had been a stoppage of work at a given period in your District. In fact, there were many stoppages of work within your District in the course of years?
  - A. Yes.
- Could you please tell the Commission if, to your knowledge, there was a stoppage of work even before the establishment of the Corporation of the Pilots for St. Lawrence Kingston-Ottawa?
  - A. Yes, but I was not a pilot at that
- Q. In what area -- at that time you were navigating ;within the District just the same?
  - When was the first stoppage of work? Q.



#### Perusse, dir.ex. (Lalonde)

MB

14	محا	-	n	_	î.
п	. Pv	_	ro.	€.	I W

work?

In what year?

In 1956 I think. A.

When was the subsequent stoppage of Q.

A. The next stoppage of work took place on November 6th 1957 to November 20th 1957.

Q. Before tackling that question your lordship could we have a recess right now?

THE CHAIRMAN: Very well. We will adjourn now for a few minutes.

--- A SHORT RECESS.



PB/RPS 1 English

---FOLLOWING THE SHORT RECESS:

3

2

4

5

6

7

8

9

10 11

12

13

14

15

16

17

18 19

20

21

2223

24

25

26

27

28

29

\_30

MR. LALONDE: My lord, I would like to ask one question of Mr. Pintal out of the evidence he gave this morning.

## GILLES PINTAL, Recalled

THE CHAIRMAN: You are under the same oath.

#### DIRECT EXAMINATION BY MR. LALONDE:

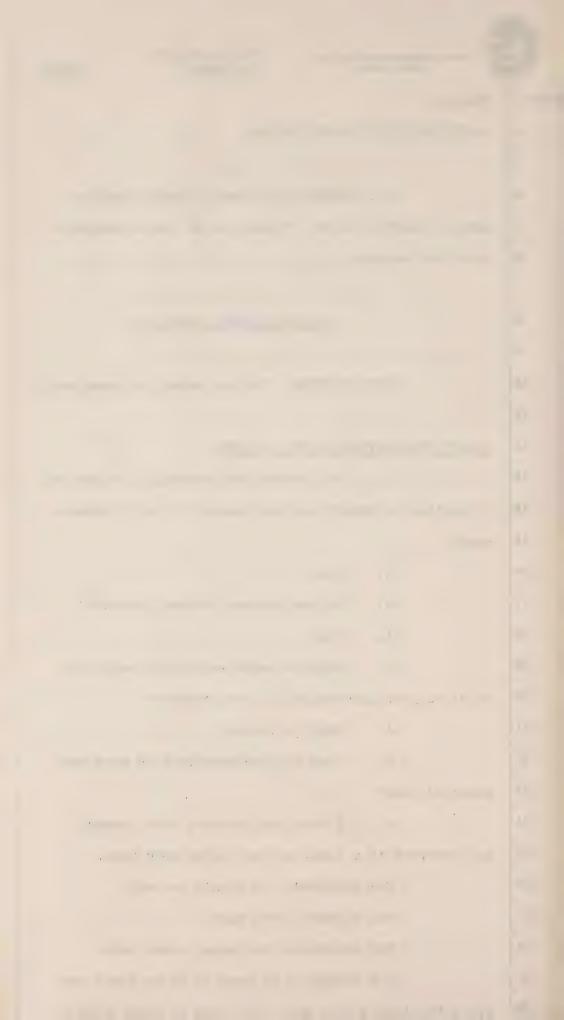
- Q. You stated this morning in answer to a question by myself you were making 50 or 55 trips a year?
  - A. Yes.
  - Q. In the Montreal-Ottawa District?
  - A. Yes.
- Q. While you were working as mate and pilot on your lake ships; is that correct?
  - A. That is correct.
- Q. What did you mean by trip when you answered that?
- A. A trip las far as a lake company is concerned is a load, so that means both ways.

THE CHAIRMAN: It is only one way?

THE WITNESS: Two ways.

THE CHAIRMAN: Two ways, round trip.

THE WITNESS: We used to go up light and bring the loaded ship down. We used to count that as



(II)
WEMBER

one trip. When I said 50 or 55 it means 100.

> Q. Transits, 100, 110 transits in the

District?

- A. That is right.
- Q. Is that what you meant?
- A. That is what I meant.

MR. LALONDE: Thank you.

### CROSS-EXAMINATION BY MR. MASON:

Q. This 100 to 110 transits are between Kingston, Prescott and Montreal?

> Α. Yes.

# DIRECT EXAMINATION BY MR. LALONDE:

- 0. Were you paid for the work you were doing at this time in addition in the work you were doing as mate at the time?
  - Α. I was paid extra for piloting.
  - Q. . How much did you get extra?
- Α. Well, it was an agreement that the captain and I had.
- It was an agreement between the captain During the last year you were a licensed pilot in the District how much did you get, on what basis was that remuneration established?
- The last year before I became a pilot I was doing the whole pilotage myself .:

2 3

1

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25 26

27

28

29



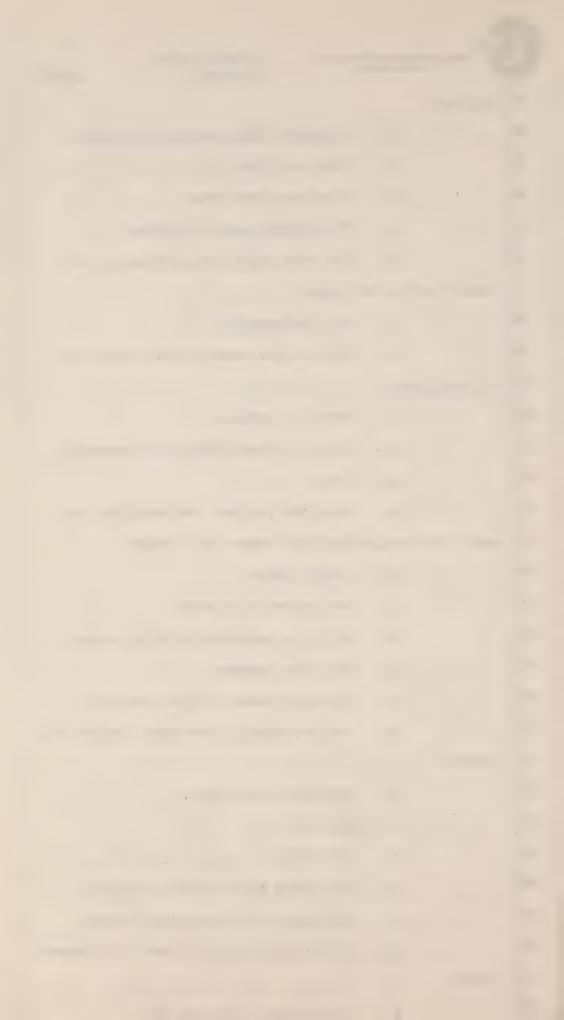
### Pintal, dir.ex. (Lalonde)

10598

1	English	
2	Q.	You were doing the whole pilotage?
3	Α.	That is right.
4	Q.	What does that mean?
5	Α.	The captain wasn't helping.
6	Q.	You were doing the piloting in the
7	canals and in the	Lakes?
8	Α.	Not the canals.
9	Q.	Only in the Lakes or the open part
10	of the River?	
11	Α.	That is correct.
12	Q.	Yes. You were doing that yourself.
13	Α.	Yes.
14	Q.	What did you get, how much did you
15	get? Did you get	the full amount or a share?
16	Α.	Just a share.
17	Q.	You shared with whom?
18	Α.	Well, an agreement with the company.
19	Q.	With the company.
20	Α.	With the company or the captain.
21	Q.	Or the captain. How much did you get
22	yourself?	
23	Α,	Sometimes one-third.
24	Q.	\$30.00
25	Α.	One-third.
26	Q.	You would get one-third of what?
27	Α.	The dues paid to licensed pilots.
28	Q.	One-third of the dues paid to licensed
29	pilots.	
30	Λ	Suppose the dues were \$80

Suppose the dues were \$80.

A.





English

2

1

3

4

5 6

7

8 9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25 26

27

28

29

30

Q. . Yes?

ANGUS, STONEHOUSE & CO. LTD. TORONTO, ONTARIO

- Α. And the company would pay the captain \$60 and I would get one-third of it by agreement with him, sometimes.
- Q. You would get one-third of what the captain would get or one-third of the full pilotage dues? In a case like this suppose it is \$90 and the company pays the captain \$60?
- A. I always had trouble to find out what the captain got first.
- Actually it was an arrangement between Q. the captain and yourself?
  - Α. That is right.
- Q. That was paid in addition to the salary as mate?
  - A. Until the last year.
  - Q. Which company was that?
- Canadian Steamships. The last year Α. I was getting it from the company by cheque.
  - 0. Directly?
- Directly. Before I got paid in cash by the captain.
- How much did you get from the company Q. the last year? Were you paid by cheque for that?
- Yes, the last year it was distance A . shipping. I was trading in a coal carrier, self unloader. I had an agreement with the company about this.
  - Q. How much did you get, can you remember?



1	

English

it was fair

piloting?

2

4 5

6

7

9

1011

12

13

14

1516

17

.,

18 19

20

21

22

24

2526

27

28

29

30

Α.	Ι	don't	remember	good,	but	I	think
•							

- Q. How much were you getting when you thought it was fair?
  - A. Say approximately it was \$30.

MR. JACQUES: That is how many hours

THE WITNESS: Well, if it is in the River it would be the rapids, in the upper River -- I was 10, 12 hours.

MR. JACQUES: 10 or 12 hours.

THE CHAIRMAN: That \$30 was supplementary to your earnings from the company?

THE WITNESS: Exactly.

MR. LALONDE: Q. Was this a current practice of the company you were working for to your knowledge?

- A. Of this company, yes.
- Q. You stated you were with that company for 20 years?

A. Right.

## CROSS-EXAMINATION BY MR. BRISSET:

- Q. How much were you getting as mate in those days?
- A. I started as 2nd mate at \$90 a month and the wages went up on a scale.
  - Q. To how much when you left in 1956?
  - A. 1956, the last trip I was on -- it was



English

carrying?

2

3

5

67

8

11

10

1213

14

15

16

17

18

19

20

22

23

24

25 26

27

28

2930

CROSS-EXAMINATION BY MR. JACQUES:

a different type of ship. It was a motor -- I had
to supervise the loading and the unloading with a
special rig they had on board. To do this it was an
extra \$15. I don't remember very good now but it was
around \$400 -- close to \$500.

Q. A month? On these trips that you
described to us particularly where you went up right

A. Mostly grain and coal.

and came down with a cargo, what cargo were you

- Q. How long would it take you to discharge your cargo in Montreal, generally?
- A. All depends on the elevators, No. 1, No. 3 around four hours.
- Q. Was there any congestion at the time as we have today in the elevators?
  - A. No, not so much.
- Q. Not so much, but you would have at times to wait a day?
  - A. Sometimes, yes.
- Q. And to go from Montreal to Kingston the average I think you told us this morning was 2-1/2 days to 3 days?
- A. Yes, but we don't generally go like that. If you sail day and night and have good transit it might take 40 hours.

Q. Just a few more questions. You said





3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29

	Englis
--	--------

you made close to \$500 a month in 1956, is that correct, lst mate?

- A. As far as I can remember.
- Q. Were you paid 12 months a year?
- A. No.

ANGUS, STONEHOUSE & CO. LTD.

- Q. Only during the season?
- A. Only the duration of the season.
- Q. That is nine months.
- A. On lake ships, not nine months, 7-1/2 to 8 months. If they don't have cargoes in the summer they will lay up.
- Q. What was the tonnage of the ship, the gross or net tonnage, do you recall?
  - A. I would say around 1,400 net.
- Q. How many trips would have have made between Oswego and Cornwall in one month?
  - A. Oh I would say nine or ten.
  - Q. Ten trips a month.

MR. LALONDE: Trips or transits?

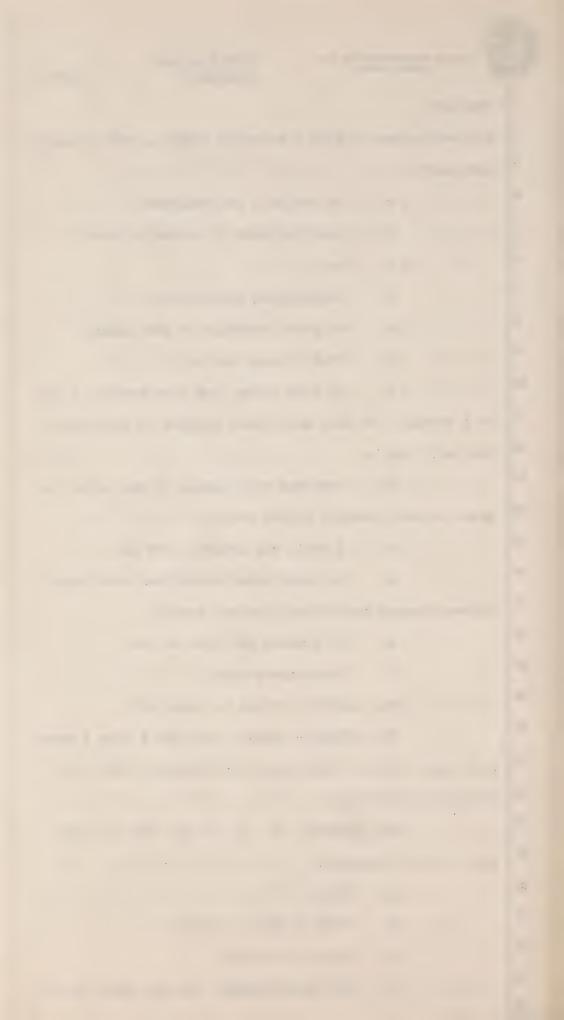
THE WITNESS: When I said \$30 a trip I meant both ways. In the older days a trip meant a load, so it was for both ways.

MR. JACQUES: Q. So you got \$30 for both ways for two transits?

- A. Yes.
- Q. That is \$15 a transit?
- A. That is correct.
- Q. How many transits did you make in one

30

month?



English

- A. If we had a fast loading and fast unloading -- it all depends, two trips a week it could be.
  - Q. Is that four transits or two transits?
  - A. Four.

ANGUS, STONEHOUSE & CO. LTD.

TORONTO, ONTARIO

- Q. Four transits a week. That was about \$60 a week for pilotage?
- A. Yes, but I wasn't -- on a ship you are not steady running all the time, maybe one time they will send a ship to Toronto or Lake Erie. I had to stay on board without any pilotage.
- Q. I understand. What I am referring to is the trips between Oswego and Cornwall.
- A. One month maybe I get ten or twelve and the then three or four, all depends where the ship is going.

MR. JACQUES: Thank you, sir.

# DIRECT EXAMINATION BY MR. RICHARDS:

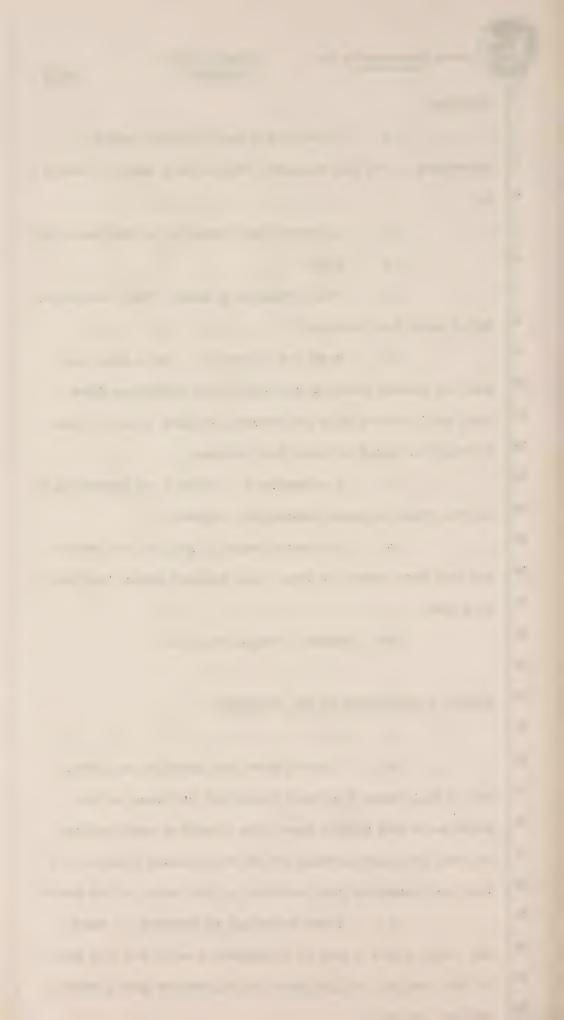
- Q. I would have one question my lord.

  Mr. Pintal, when you were doing the pilotage on the

  River were you at the same time standing your watches

  or were you just looking after the pilotage side of it?

  Were you standing your watches as 1st mate or 2nd mate?
- A. I was standing my watches -- when I was first hired I had an arrangement with the 2nd mate at the time or the 3rd mate to relieve me and I would relieve him back.



English

3 4

6

7

5

8

9

10

11 12

13

14 15

16

17

18

19

20

21

22

23 24

25

nch 26

> 27 28

29

30

Q. When you were doing the piloting on your watch would you have another officer on the bridge

with you or were you alone?

ANGUS, STONEHOUSE & CO. LTD.

- Α. I was alone.
- When you were doing the pilotage work on somebody else's watch would this officer remain on the bridge at all the time and do his watch?
  - A. He will.
- Q. If your trip lasted let us say three watches you would do your first watch and then you would go as pilot during the second watch and if you had to relieve somebody who had relieved you before, did it ever happen that you were on the bridge for three or four watches in a row?
- Α. Three or four watches -- that is too many.
  - Q. Not too many?
  - Α. Too many, maybe two watches.
  - Q. . It had happened two watches in a row?
  - Α. Yes.

MR. RICHARD: Thank you.

MR. LALONDE: Thank you Mr. Pintal.

## ANDRE PERUSSE, Recalled

(THROUGH THE INTERPRETER.)

## DIRECT EXAMINATION BY MR. LALONDE: (CONTINUED)

Q. Mr. Perusse, you said there was a stoppage of work in 1956 and at the time . . .



French

. . . (end of interpretation) . . .

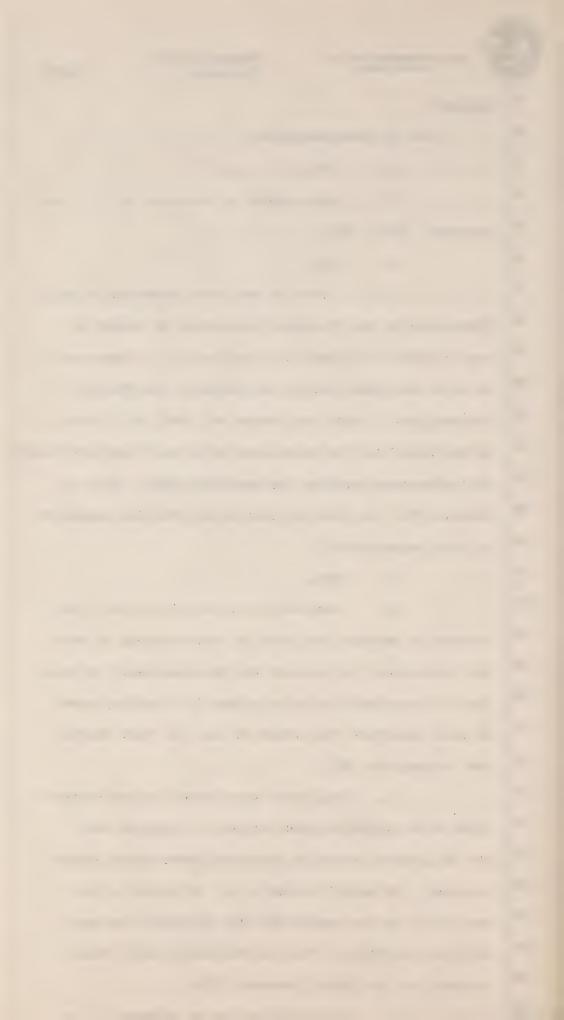
ANGUS, STONEHOUSE & CO. LTD.

- A. 1955.
- Q. Subsequently in November of 1957 this happened, didn't it?
  - A. Yes.
- Q. I note in what was presented to this

  Commission by the Shipping Corporation of Canada on
  page 32 that it states that first of all a memorandum
  or brief was submitted to the Minister the 30th of

  October,1957. Could you please tell tell us if this
  is the same brief or memorandum which was filed previously
  this afternoon bearing the same date also. This is

  Exhibit 809. Is this the only brief that was submitted
  by your organization?
  - A. Yes.
- Q. Now, would you be able to tell the Commission whether the cause of this stoppage of work was exclusively the request for the compulsory pilotage dues or compulsory payments or was it something more or less important that arose at the time that caused the stoppage in 1957?
- A. No, there were other factors because there were pilots who had arrived in Kingston and the dispatcher wanted to send them immediately aboard a vessel. He hadn't beenable to. He asked to have two pilots on the vessel and the dispatcher refused to give him pilots. That is the reason about this document on the 6th of November 1958.
  - Q. I am showing you an extract of the



3

4

5

6

7

8

9

1 French

ANGUS, STONEHOUSE & CO. LTD.

minutes of the general special assembly meeting of the Corporation of Kingston-Ottawa Pilots dated the 6th November, 1957. Would you please read this document so it can be translated, so it can be put into the record. I will read it myself:

At the beginning of the assembly the Chairman thanked all the pilots for their total co-operation and asked them to remain with him until the end. Subsequently the legal adviser assured the pilots of devotion and absolute understanding concern of their problems. At this moment Captain Jones and Mr. Jacques Melanson arrived at the assembly. The legal adviser, Captain Jones made a complete picture of the situation explaining what had brought about the strike was first the advice or notice they had received that the eight-hour rest was abolished and subsequently two pilots had been refused on the SUN INGRID, and finally, the compulsory payment was the dominate point in this assembly.

In the discussion there was Mr. Henry
Daoust, Mr. Jean Guy Chartier, Mr. Georges
Gresion, Mr. Ernest Simard, Mr. Germain
Rousseau, Mr. Rene Ratte, Mr. Henri Marchand
and Mr. Leopold Berner and others. Each
one indicated their personal views that it
was easy to sum up in saying that everyone
was exhausted, they could not carry on and

DD2 10

12

11

13

14

15

16

17

18

19

20

21

22

23

24

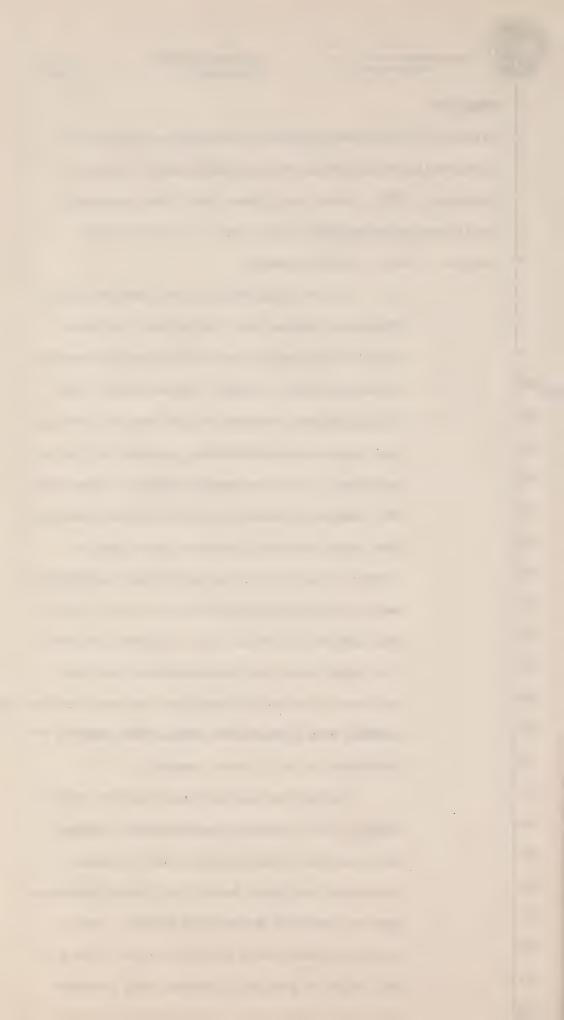
25

26

27

28

29



ı	Fr	e	n	ċ	h

2

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29

30

a change was essential.

That will be Exhibit 810.

---EXHIBIT NO. 810:

Minutes of general special assembly of the Corporation of Kingston-Ottawa Pilots November 6th, 1957.

- Q. Do you know at what time this stoppage of work came to an end?
  - A. It ended on the 21st of November, 1958.
- Q. I note in the brief that the stoppage started on the 19th of November.
  - A. No.
  - Q. What is the date?
  - A. The 6th of November.
- Q. When you returned to work on the 21st of November, 1957 had you obtained some concessions from the Pilotage Authorities, to your knowledge?
  - A. No.
- Q. You don't recall if you obtained anything in relation to your request other than compulsory payment for pilotage dues?
  - A. No.
- Q. I think that in the minutes there is mention of the eight-hour rest period.
  - A. This was ten hours.
  - Q. When?
  - A. From the 21st of November, 1957.
  - Q. So I was asking you if there were any



3

4 5

6

7

8 9

10

11 12

13

14

15

16

17 18

19

20 21

22

23

24

25 26

27

28

29

30

Fr.	ano	ho		

ANGUS, STONEHOUSE & CO. LTD.

similar concessions you obtained at the time?

Α. No.

THE CHAIRMAN: So the hours rest .

THE WITNESS: Ten hours.

THE CHAIRMAN: Instead of eight hours as

before.

THE WITNESS: That is right.

THE CHAIRMAN: And then your lawyer said in a question that you had also had the restoration of the compulsory payment system at Kingston,

MR. LALONDE: Yes, that is what I said.

THE CHAIRMAN: That is what I understood.

Did you obtain the system of compulsory payment?

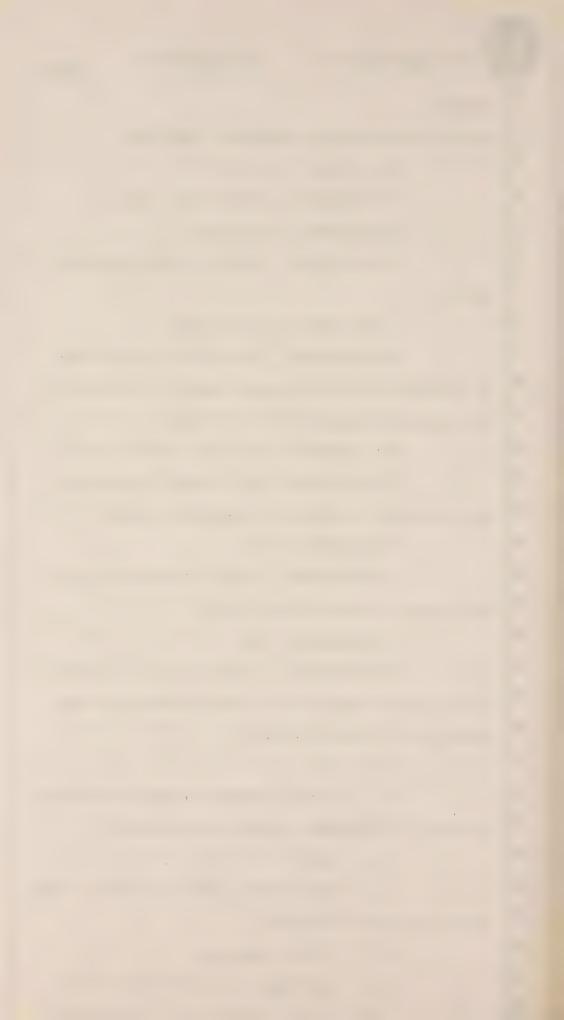
THE WITNESS: No.

THE CHAIRMAN: So the only thing you got was a change in your period of rest?

THE WITNESS: Yes.

MR. LALONDE: Q. Did you have an increase in the pilots numbers at the time in addition to the increase in the rest period?

- Α. Yes.
- Do you remember the number of pilots, increase in the number of pilots you obtained?
  - Α. Three.
- These pilots, were they there in 1957 before the end of the year?
  - I don't think so. Α.
- Now, there is mention here of the Q. stoppage of work in 1958. What was the cause of this



Frenchh

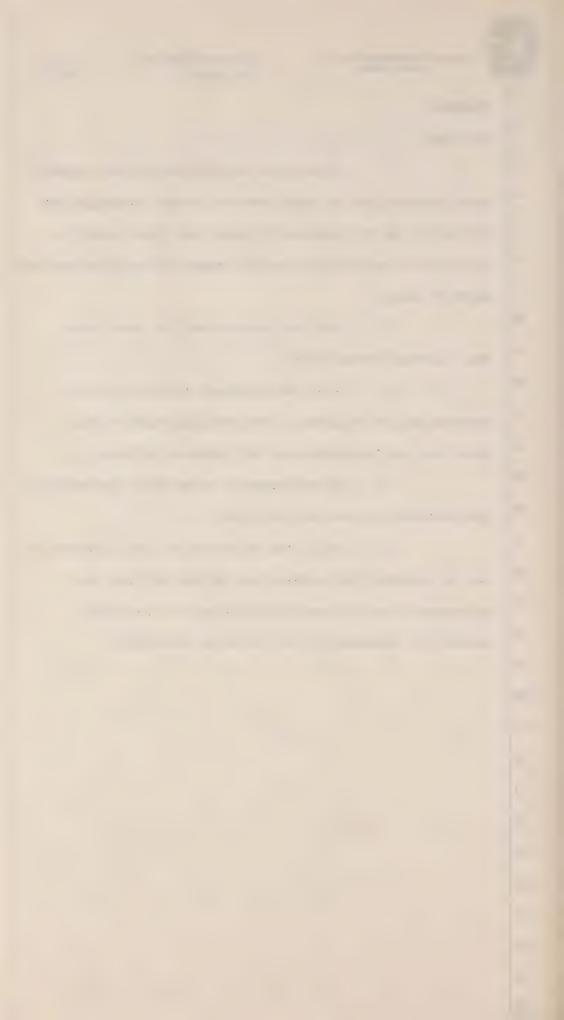
stoppage?

weren't aboard.

A. It was the sailing masters who operate from Kingston who at that time had a work stoppage and refused to do the necessary things but there wasn't a stoppage of work on the vessels where the sailing masters

Q. Did you obtain what you want from the Pilotage Authorities?

- A. Yes, the Chairman said to Captain Andrews who is Chairman of the sailing masters that there was an injunction and Mr. Andrews refused.
- Q. Do you remember under what circumstances you returned to work at the time?
- A. Well, the directors of the Corporation had an assembly and ordered the pilots to take the necessary steps to pass the information the pilots wanted, in essence, to the Pilotage Authority.



2

RPS

3

4

5 6

7

8 9

10

11 12

13

14

15

16

17

18

19

20

21

22 23

24

25

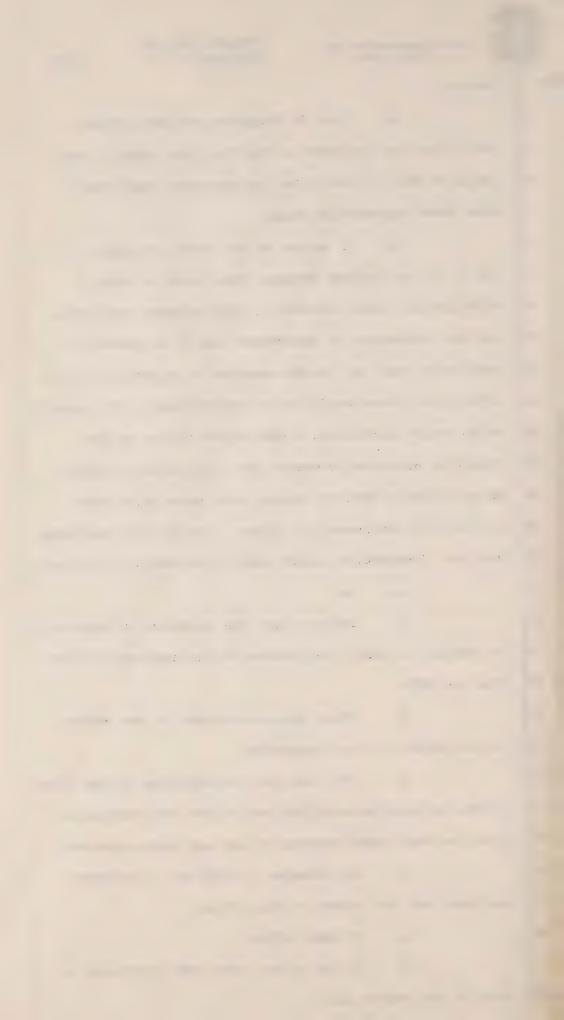
26

27

28

29

- Yes, to Kingston and they refused A. and it was the Chairman or the President himself who insisted that it should be the Committee that should take these appropriate steps.
- I notice in the brief, on pages 36 Ω. and 37 of the English version that there is talk of negotiations which occurred in 1959 between your group and the Federation of Shipowners and it is stated in particular that the pilots accepted a suggestion to the effect that there would be the establishment of a tariff which would incorporate a determined income as the objective which would enable the fluctuation slightly upgor slightly down but which would serve as a basis for serving the income of pilots. Now to your knowledge did your Corporation accept such a proposal at the time?
  - A. No.
- Q. Did you have the occasion or opportunity to examine or study the minutes of the meetings of that time in 1959?
- There were no minutes to that effect in our office of the Corporation.
- Q. Well did you find anything in the files of the Corporation enabling you to form the conclusion that you would have accepted in any way such a project?
- No, because I think that a telegram had been sent to Ottawa to this effect.
  - Q. To what effect?
- To the effect that they preferred to A. stay on the status quo.



ANGUS, STONEHOUSE & CO. LTD.

TORONTO, ONTARIO

Q. I show you a telegram, a photostat of a telegram dated 15th of April 1959 sent by Mr Paul Gerin Lajoie to Mr. Alan Cumyn, director in which it is stated that the pilots are ready to stay with the status quo in the rates of pilotage, they are ready to accept the proposals already made. Is this in fact the telegram you were referring to?

> Α. Yes.

MR. BRISSET: Is this telegram in English or French?

MR. LALONDE: English. I file this as Exhibit 811.

---EXHIBIT NO. 811:

Photostat copy of telegram dated 15th of April 1959.

- Q. I note there were certain number of problems. There was mention of these in the brief of the Shipping Federation and later on in the year 1959. Could you sum up for the Commission what were the main problems? Do you recall the problems?
- The question at the time, there are seven here -- in 1957 there are a number mentioned.
- This is entitled memorandum for the Pilotage Authority from the Corporation of the St. Lawrence Kingston-Ottawa Pilots. This is dated the 11th of June 1959. Would you tell the Commission what are the problems for your group among the seven which are mentioned at this point and would you care to read the conclusions into

1 2

3 4

6

5

7 8

9

10

11

12

13 14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29



3

4

5

6

7

8

9

the record. You have this first problem here:

"No shelter or accommodation being "yet provided at St. Lambert Lock for "pilots in attendance during several hours "while awaiting their ships."

(THROUGH THE INTERPRETER.)

And then this is a problem which affected you directly?

- Yes.
- Q. Was there anything at all at the time which protected you when you waited?
  - A. Nothing whatsoever.
  - Q. Secondly:

"No transportation allowance has "yet been provided to cover the expenses "which pilots have to incur for going by "taxi from Montreal to St. Lambert Lock." (THROUGH THE INTERPRETER.)

Did this concern you directly?

- A. Yes. We had obtained \$2 for transportation by taxi.
- Q. Now take No. 3, this deals with pilots on the River to Montreal?
  - Α. Yes.
  - No. 4 the same. No. 5: Q. "Since the opening of the navigation "Kingston pilots have been working and have "been charging fees on the basis of a proposed

"tariff which is not legally in force for

nch

clish

10

11

12

13

14

lish 15

16

17

18

19

20

nch

21

22

23

24

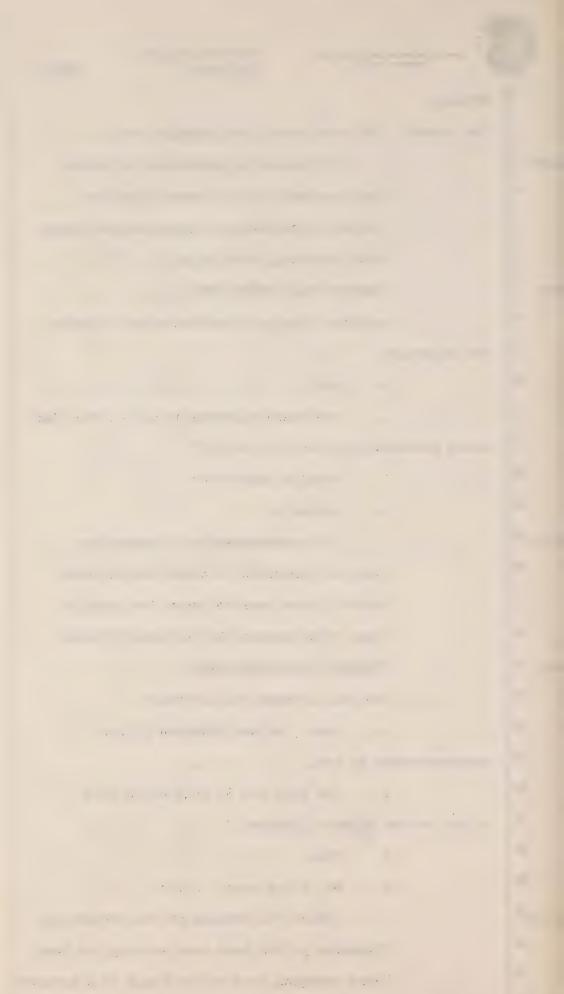
25

26

glish<sup>27</sup>

28

29



English

1

2

3

4

5

6

7

8

"lack of approval by Governor-in-Council.

"Such approval should be given forthwith

"in order to do away with this entirely

"illegal position."

(THROUGH THE INTERPRETER,)

Was this the subject of an amicable

agreement?

A. Yes.

Q. Now 6:

"Probationary pilots are very urgently

"needed in the Kingston District both for

"the purpose of providing new pilots very

"soon and for the purpose of providing help

"for pilots on difficult ships. The Corpor
"ation of the St. Lawrence Kingston-Ottawa

"pilots has offered and is ready to assume

"the payment of such probationary pilots

"remuneration. All that is needed is the

"consent of ship operators or approval in

"the By-Laws of the District to let probation"ary pilots accompany pilots on board ships."

(THROUGH THE INTERPRETER.)

This request naturally had to do with your own District?

A. Yes.

Q. Had you made a request for an increase in the number of pilots in your District before June 1959?

Yes.

Α.

nch

9

lish 10

12

14

15

16

17

18

19

20

21

22

ench 23

24

25

26

27

28

29

during the

glish

Q.	Was	there	any	mer	ntion	made	about	that
spring	or the winter			of	19593	?		

- A. I think itswas during the winter.
- Q. And finally there was an objection concerning No. 7 to the effect that the President of the Corporation not be the one chosen in order to pilot the Royal vessel which was going upbound on the River at that time.
- A. Mr. Patrick Dussault was the senior pilot and he refused to pilot the vessel and he gave his place to Mr. Jean Guy Chartier.
  - Q. I see that there is a conclusion:

"This has been brought to the attention of

"the Pilotage Authority well before the

"opening of the Seaway on April 25th. After

"this date all those points have been pressed

"time and again for solution. Unless such

"solutions are reached and are actually

"enforced on or before June 19th a general

"meeting of all pilots will be called to

"consider the situation and take whatever

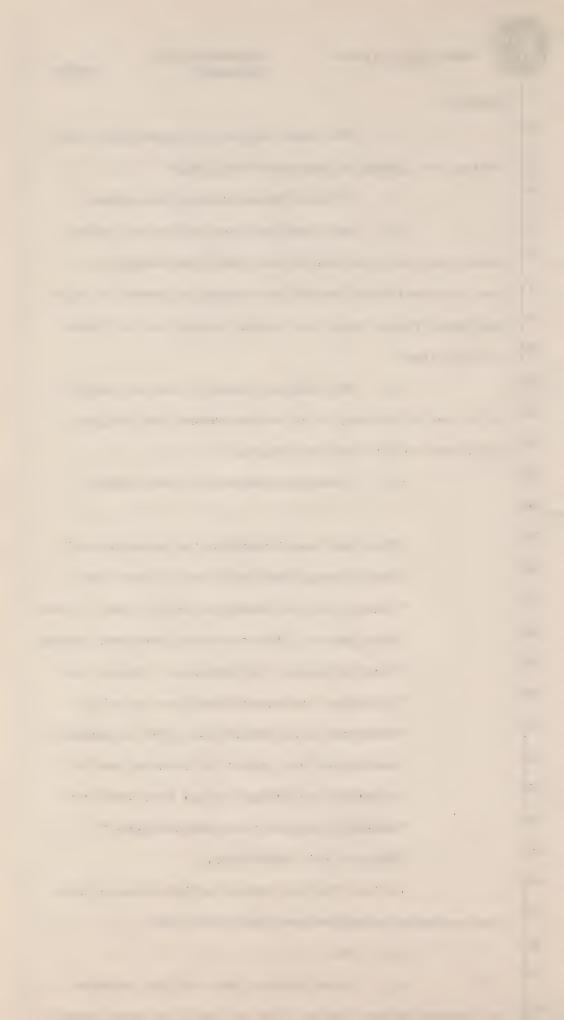
"action it may be then decided upon."

(THROUGH THE INTERPRETER.

In fact did you obtain satisfaction or were your requests agreed before June 19th 1959?

A. Yes.

Q. Prior to that date did you receive any communication stating that you would or your request



14 15

16

17 18

19

20

21

22 23

24

25

26

27

28

29

30

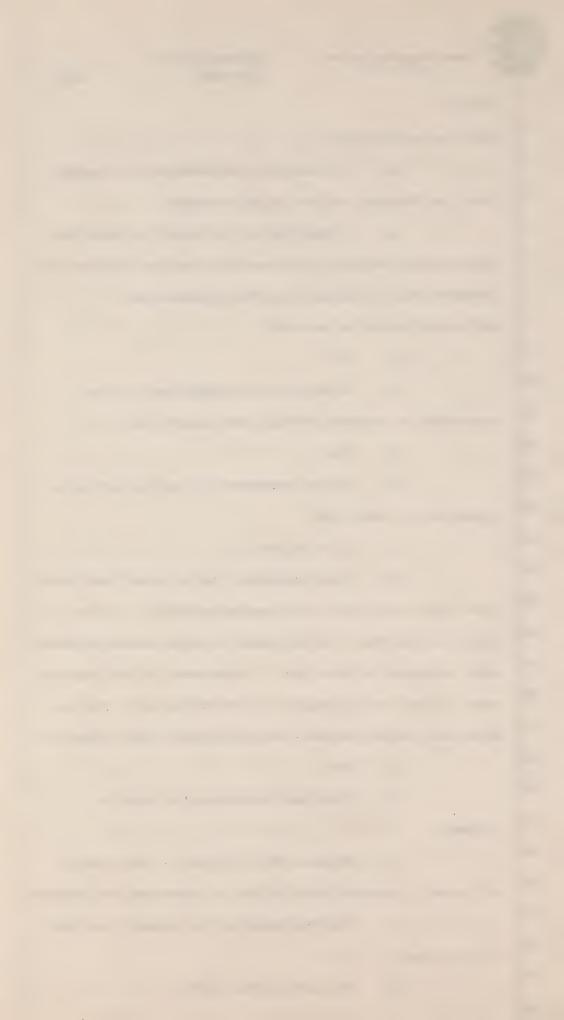
No, not in June 1959.

Was it divided subsequent to June Q.

French

would be agreed to?

- I think that we received a telegram from the Minister or the Deputy Minister.
- Q. I mean before the brief of June 11th 1959 had you received any comments from the Minister or Deputy Minister stating that the problems you had raised would be settled?
  - Α. No.
- Were pilots or additional pilots Q. appointed in conformity with your request No. 6?
  - Α. Yes.
- 0. Do you remember how many pilots were appointed at that time?
  - A. I think six.
- Your lordship I am informed that there were four pilots that have been appointed. If this point is important, we are going to have another witness give evidence on that fact. Subsequent to that appointment of four or six pilots, you mentioned six, did you make any further request for additional pilots later on?
  - Yes. Α.
- What was the reason for such a Q. . request?
- Because the division of the District at Cornwall required more pilots to undertake the workload.
- Q. Wastthe District in Cornwall divided at the time?



Perusse, dir.ex. (Lalonde)

10616

1

2

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

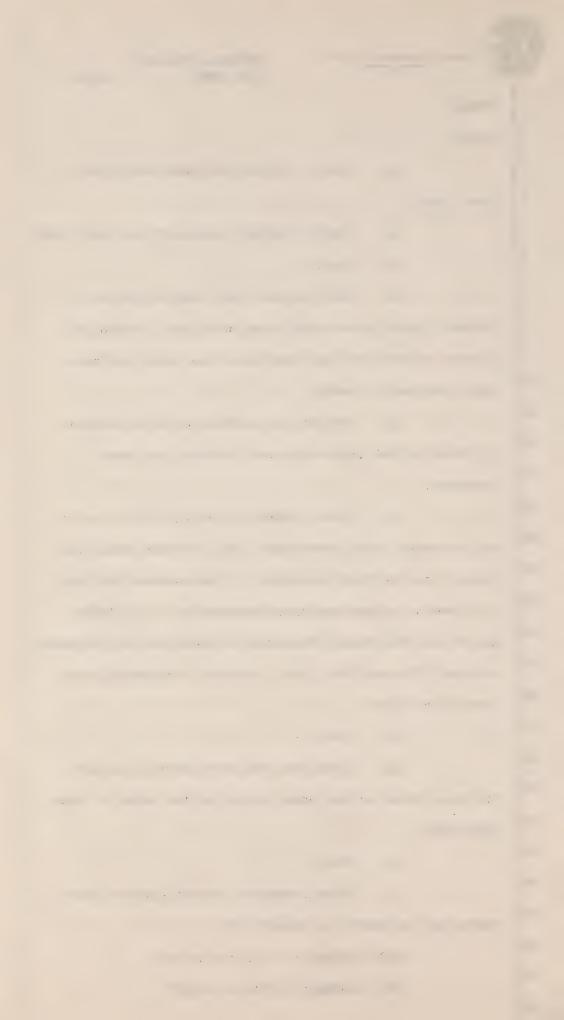
28

29

1959?.

- Α. Yes. It has been divided after June 1959.
  - Q. . Was it inthe course of the year 1959?
  - Α. Yes.
- And you say that this division at Cornwall gave you an additional workload. Could you please indicate to the Commission how could you have this overload in work?
- We got an overload of work because by dividing the trips they were shorter but more frequent.
- Q. Your lordship I would like to add to the document filed previously. Mr. Perusse would you please look at this document. It reproduces the text of three telegrams exchanged between Mr. Paul Gerin Lajoie and the Deputy Minister of Transport Mr. Baldwin on June 17th and 18th 1959. Is that a document taken from your files?
  - Α. Yes.
- Does that document have to do with 0. the same items as the ones raised in the brief of June 11th 1959?
  - A. Yes.
- Your lordship I would like to file Q. . these two documents as Exhibit 812.

THE CHAIRMAN: With the brief? MR. LALONDE: With the brief.



5

9

10 11

12 13

14 15

16

17

18

19

20

21 22

23

24

25 26

27

28 glish

30

29

"the opening of the Seaway about ships not "being fitted properly and of the inexperience

---EXHIBIT NO. 812:

Reproduction of text of three telegrams.

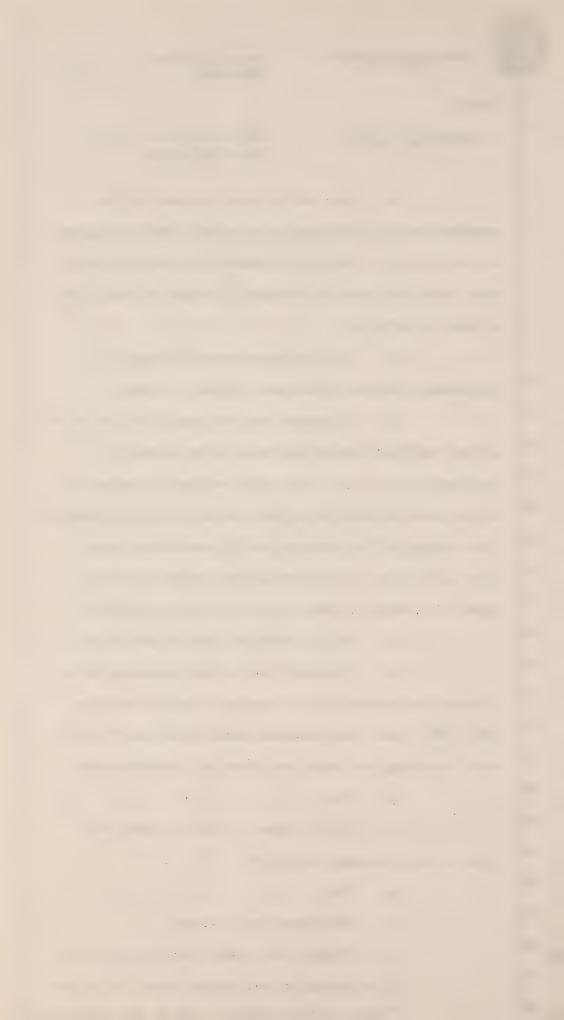
- And before this increase in the Q. . workload which took place on account of this division of the District, could you please tell the Commission what steps you have to consider in order to face such a state of affairs?
- A. Well we were forced to stop at Cornwall because there was a lack of pilots.
- Q. I notice here on page 39 of the brief of the Shipping Federation where it is stated in the English text that the pilots refused to accept to be assigned to vessels between seven in the evening and four-thirty in the morning for all vessels of more than 1,500 tons. Could you please explain to the Commission what was the reason for such a decision?
  - A. Well I have to look at the files.
- I would like to show you copy of a telegram addressed by Mr. Jean-Guy Chartier on June 14th 1959. Was that document taken from your files to your knowledge and have you looked at the document?
  - Yes.
- Do you know if that document was sent to the Pilotage Authority?

This reads as follows:

Yes. Α.

Q.

"Pilots have been complaining since



English

ANGUS, STONEHOUSE & CO. LTD.

ench

EE2 26

"Until such a time as pilots have probationary

"pilots and that the ships are properly

"fitted for canals in water ballast and

"otherwise, pilots will not take ships over

"1,500 tons net through the St. Lawrence

"of helmsmen, difficulty of language.

"as it is most inadvisable and dangerous."

"canal after seven p.m. and four a.m.

Could you please tell the Commission what were the main difficulties at the time with the ocean-going vessels which were going in the Seaway for the first time?

(THROUGH THE INTERPRETER.)

A. Many of these vessels were not fitted for the Seaway and there was a lack of crew. For example, the helmsman and the language of the crew was not adequate in order to negotiate the River and the Seaway, especially at nighttime.

Q. What was the reason for which you were applying that rule, so to speak, to the vessels of more than 1,500 tons net?

A. Because most of the smaller vessels came -- were used to coming through the Seaway and they were used to going in the different

Q. I would like to show you a series of letters exchanged between June 26th 1959 and the 7th of August 1959 regarding the appointment of additional pilots. Did you have an opportunity of



2

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

French
--------

reading yourself these letters? I notice there is also a telegram. Were these documents taken from your files?

A. Yes.

ANGUS, STONEHOUSE & CO. LTD. TORONTO, ONTARIO

I would like to show you moreover a legal advice addressed by Mr. Paul Gerin Lajoie to Mr. Jean-Guy Chartier regarding the means of transportation between Cornwall and Snell Lock. Is that a document that was taken also from your files?

A. Yes.

Q. Do you know if regarding the request you had made for additional pilots you finally obtained an increase in the number of pilots in 1959?

A. Yes.

Q. Do you remember the number of pilots you thereby obtained? I am sorry, aside from the pilots appointed in June 1959?

A. Well no, I couldn't tell you exactly how many of them we had.

THE CHAIRMAN: Are you filing these documents in a bundle?

MR. LALONDE: Yes.

--EXHIBIT NO. 813:

Correspondence between the D.O.T., or the Pilotage Authority and the Corporation of the St. Lawrence Kingston-Ottawa Pilots concerning the increase in the number of pilots and transportation of pilots between Cornwall and Snell Lock from May 14th 1959 until October 27th 1959.

29

30

THE CHAIRMAN: And also the legal advice?

in the second of the second of

ng transport of the second of

The state of the s

and the state of t

ANGUS, STONEHOUSE & CO. LTD.

2 3

1

4

5

6 7

8

9

10

11 12

13 14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29

30

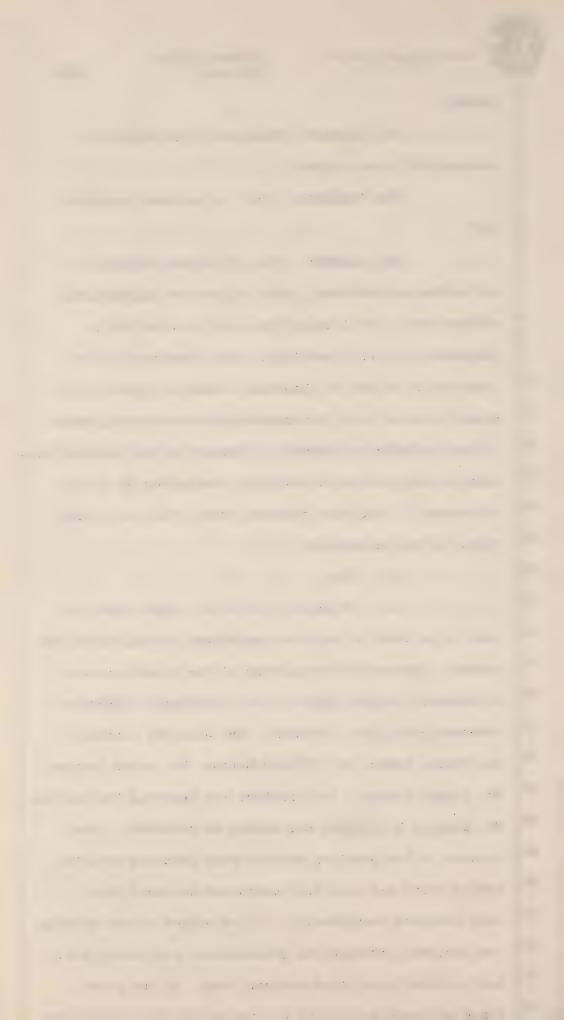
MR. LALONDE: This has to do with the transportation of pilots.

THE CHAIRMAN: That is included in Exhibit 813?

MR. LALONDE: Yes. This was subject to collective negotations, joint collective negotations at the time. Now I would like also to show you a photostat copy of a meeting of the Directors of the Corporation of the St. Lawrence Kingston-Ottawa pilots dated November 10th 1959 regarding the re-establishment of the District to Cornwall or regarding the re-establishment of the practice of making a changeover of pilots in Cornwall. Was that document taken from your minute book, to your knowledge?

A. Yes.

Q. Perhaps it would be a good idea to read it so that it would be reproduced in English in the record. Minutes of the meeting of the Directors held in Montreal at the office of Mr. Paul Gerin Lajoie on November 10th 1959. Present: Mr. Jean-Guy Chartier, Mr. Vinton Keogh, Mr. Wilbrod Marion, Mr. Andre Perusse, Mr. Lionel Larose. Mr. Chartier was chairing the meeting. Mr. Jacques R. Saucier was acting as secretary. The minutes of the previous meeting were read and upon the motion which had been duly moved and seconded they were accepted unanimously. At the outset of the meeting the Chairman informed the Directors of everything that had occurred ever since October 19th. In the first place all were aware that Mr. Cumyn had sent to each and



4 5

7 8

French

every pilot a telegram and a week later a letter informing them that if they did not accept the orders of the Superintendent that the Department would be forced to make them accept them by whatever means may be used.

that on November 6th he was called with Mr. Keogh and Mr. Paul Lajoie to the office of the Deputy Minister at Ottawa, Mr. Baldwin was extremely explicit. Although the legal adviser defended the legal opinion that he had sent to the Board of Directors the President finally reached the conclusion, supported by Mr. Koegh, that Mr. Baldwin was ready to sanction the pilots and perhaps even to suspend their licence. Mr. Baldwin did not defend too much the legal viewpoint but it was easy to understand so he stated that his opinion was that the Government whether it was right or not was the strongest and that his orders were to be enforced.

Facing all these facts the Directors

finally reached the conclusion that one had to start

again with having a division at Cornwall but before

telling the pilots about it the Directors asked the

legal adviser to phone Mr. Cumyn in order to indicate

to him that they did not wish to wait for taxis at

Cornwall but rather to see to it that there were as

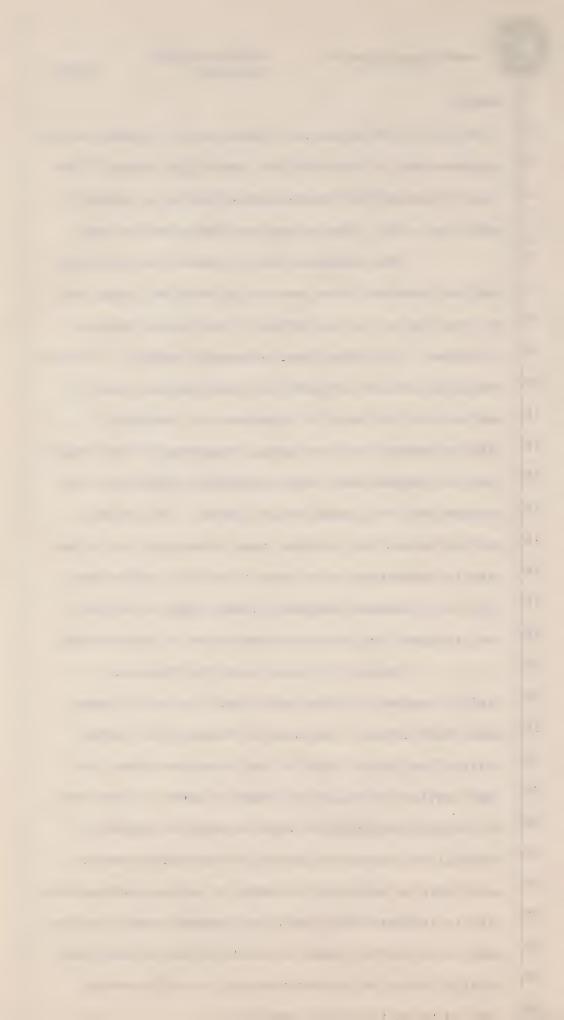
many taxis as necessary in order to assure good service.

Also to indicate that the pilots wished to wait in the

taxi so as not to freeze to death on the lot and that

finally to see to it that the taxi be sufficiently

insured so as to protect the pilot.



glish 6

ench

glish 20

ench 22

After the phone which was made to the Shipping Federation, the legal adviser prepared the following teletype message to be sent on the same evening:

"After meetings with the Department

"of Transport, Shipping Federation, obtaining

"detailed information as to operation

"of taxi service may be available by

"Shipping Federation Pilots' Committee

"recommends pilots start again change at

"Cornwall and using Federation taxi service

"STOP Lawyer maintains legal opinion given

"in writing but agrees with Committee's

"decision on practical ground."

(THROUGH THE INTERPRETER.)

And the meeting was closed.

Signed Jean-Guy Chartier

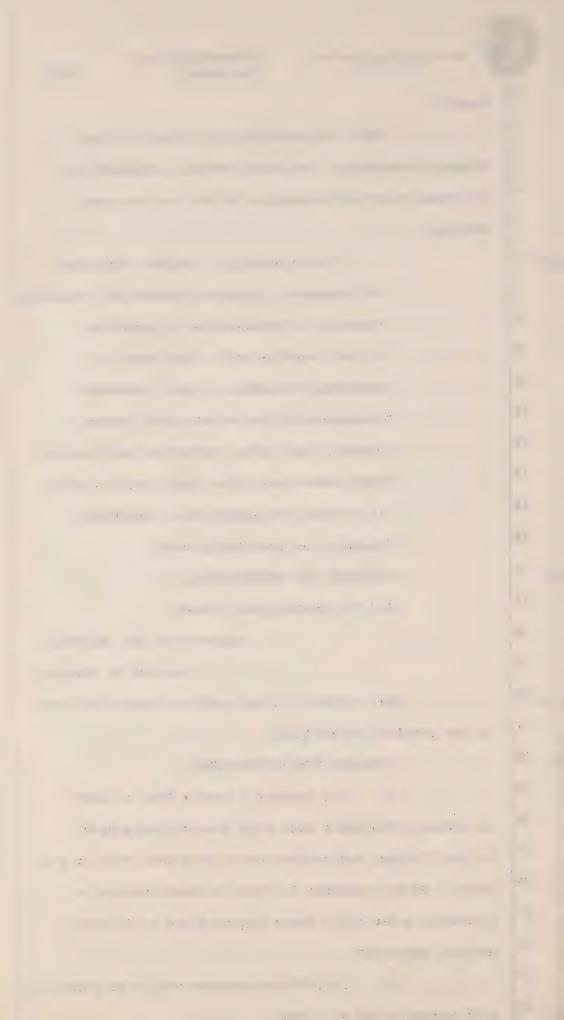
Jacques R. Saucier.

MR. LALONDE: This could be annexed my lord to the previous Exhibit 813.

## (THROUGH THE INTERPRETER.)

Q. Mr. Perusse I notice that in 1960, in October 1960 there were also some requests made to the Pilotage Authorities which have been sent by your group. Do you remember if those requests were of a financial order or if these requests had to do with another question?

A. In 1960 the request had to do especially with the pilotage at night.



	W Y		
/	1	ANGUS,	STONEHOUSE & CO. LTD.
			TORONIO, ONIARIO

Q. And upon this request was your request agreed to in October 1960?

A. No. We have obtained compulsory pilotage starting November 17th 1960.

In fact you obtained compulsory 0. \_ payment of pilotage dues?

> Α. Yes.

Q. \_ If I ask you to sum up according to your own opinion and experience what the main source of difficulties existing in your District were as compared to other Districts due to the fact let us say you had some stoppages of work that were frequent enough between the years 1955 and 1959 inclusive ---

Α. All these stoppages of work, out of these stoppages of work I think there were two in 1955 and 1957 and they had to do only as regards the compulsory pilotage in the District.

Q. . Every time you use "compulsory pilotage" you mean compulsory payment of pilotage dues?

> Α. Yes.

THE CHAIRMAN: What was the question asked? Was it not the compulsory pilotage and compromise resulting to of therefrom?

MR. LALONDE: Well no your lordship. The request was always to the effect of having compulsory payment of pilotage dues but unfortunately the pilots used the shorter expression and it leads to certain misleadings insofar as the technicalities of it are

2

1

4

3

5 6

7

8

9

10 11

12

13

14

15

16

17

18

19

20

21

22

23

24

25 26

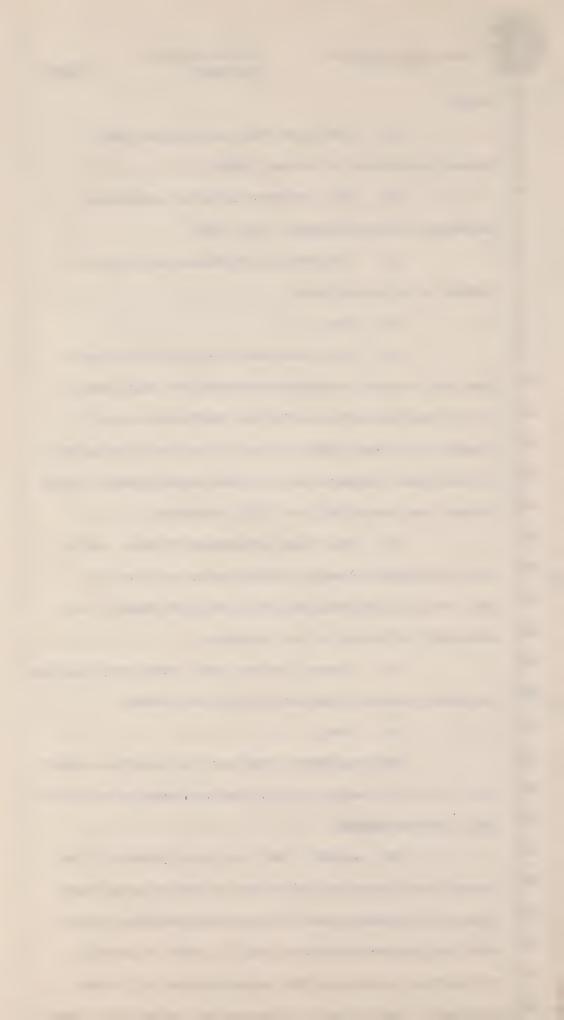
27

28

29

30

concerned. Every time Mr. Perusse has referred to compul-





3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

French

TORONTO, ONTARIO

sory pilotage, it means compulsory payment of pilotage dues. To your mind what was the main point of conflict in your District or if other reasons were at the source of the difficulties which occurred in your group?

A. The difficulties within our group were such that there were many unlicensed pilots who were proceeding intthe District, as I mentioned beforehand, such as the American pilots and even Canadian pilots and due to the fact that we have the compulsory payment of pilotage dues I think it should apply to all vessels without any exception.

Q. I would like to ask a question of a technical point. Mr. Pintal referred in his evidence to the squating effect which he felt frequently on board his vessel. Did you undergo the same experience?

Λ.

18

19

20

21

22

23

24

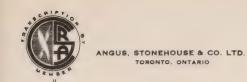
25

26

27

28

29



B/RPS 1

French

TORONTO, ONTARIO

2

3

4

5

6

7 8

9

10

11

12

13

14 15

16

17

18

19

20

21

22

23

24

25 26

27

28

29

30 A.

Yes, I had the same experience on a Α. vessel, a Japanese yessel the MANJUSAN MARU. It was loaded at 24 feet and 8 inches and the captain had written on the board that at 16 knots the vessel was squating at 3 feet 8 inches. At 20 knots, 4 feet and 3 inches.

Q. Did you have any experience in the squating yourself on board the vessel in your District?

A. Yes, on that vessel at 16 knots, well I had the experience of the squating effect.

Q. Mr. Perusse, I would like to call your attention to paragraphs 315, 316 and 317 of the brief submitted to this Commission by the Frederation of the Mid-St. Lawrence Pilots. Did you have an opportunity of reading these paragraphs?

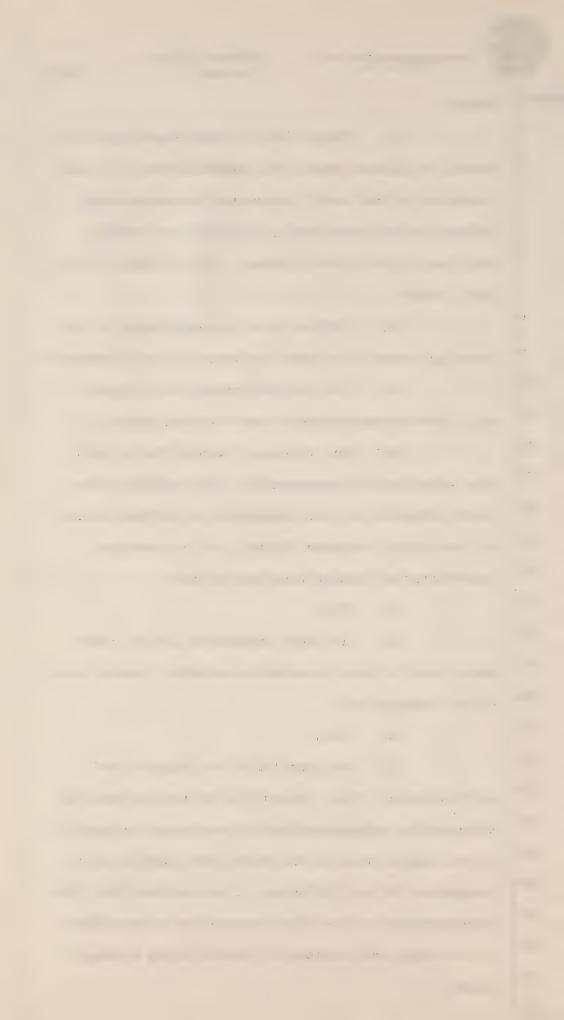
A. Yes.

Q. Do these paragraphs give an exact description of your Corporation, accurate description of the Corporation?

> Α. Yes.

On page 122 of the English text 0. and following. Now, I would like to examine with you the specific recommendations of your group on page 233 of the English text of the brief, more particularly paragraphs 643 and following. I notice that the first recommendation or the first request is to the effect of obtaining the services of linemen along approach walls.

Yes.



Q. Do you have anything to add to the evidence given by Mr. Pintal to that effect today?

A. Well, to the evidence of Mr. Pintal, I think that there is a kind of safety measure for the crew of the vessel which is involved besides that with contrary winds when mooring avvessel, if we have linesmen available to us we wouldn't need to start two or three times, make two or three false moves in order to berth the ship.

THE CHAIRMAN: How come you would have two or three tries to berth a vessel?

THE WITNESS: For the very good reason we have to go along an approach wall, and if there are contrary winds we must have certain speed with our vessel, and when we are near enough, we don't have to take care for the men that disembarked or not, and sometimes we have to go in reverse and if the men didn't get off on time we will have to start anew.

THE CHAIRMAN: This is only when there is some wind?

THE WITNESS: Yes.

MR. TALONDE: Did it ever happen to your knowledge that certain damages have been caused to vessels following a lack of linesmen at approach walls?

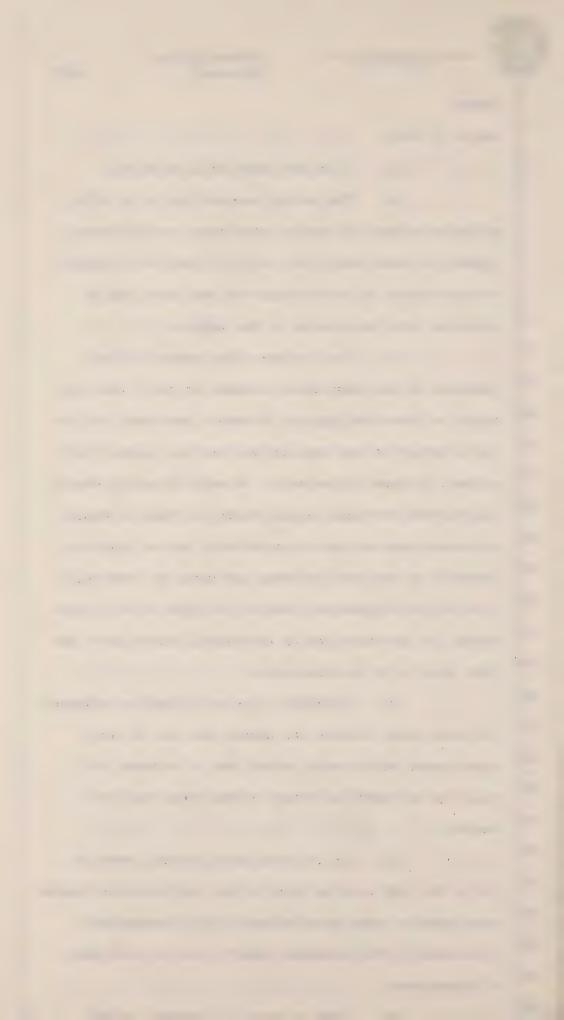
A. Yes, it happened to me, myself, on the English vessel, I think the HAVINGTON COURT at the Beauharnois Pier with wind from the southeast.

Q. To your knowledge did the same thing happen to other pilots of your District or are you

French

aware of that?

- A. I am not aware of it directly.
- Q. The second request has to do with the establishment of special wheelsmen for all oceann vessels of more than 3,000 net tons for their voyage to the Seaway, in other cases the wheelsmen can be utilized with the consent of the captain.
- A. Yes, we have the consent of the captain, of the ship master because we don't have the right to force the captain to take a wheelsman who is not a member of the crew and we need his consent and we want to have a wheelsman. We want to have a wheelsman for the very good reason there are many helmsmen on vessels who we ask to go entirely to the right or entirely to the left and they are going to turn only five or ten degrees and most of the time we are on the bridge at the other end of the vessel and we don't see what goes on at the wheelhouse.
- Q. Couldn't it be said that the helmsmen on board these vessels are people who are far more experienced about their vessel than a helmsman who would go on board the vessel at the same time you would?
- A. In an ocean-going vessel, when he is in the high seas he doesn't have any practice because most vessels today have automatic pilot aboard and consequently this helmsman doesn't have a great deal of experience.
  - Q. What do you call 'automatic pilots, is the



## ANGUS, STONEHOUSE & CO. LTD.

French

helmsman there?

4 device.

THE CHAIRMAN: In order words, you say that the helmsmen normally don't obey your orders?

A. No, it is entirely an electronic

THE WITNESS: Oftentimes where the River is very hard and they are going to turn five or ten degrees and we don't know because we are at the other end of the bridge and the helmsman is alone with the master.

THE CHAIRMAN: Five to ten degrees instead of what?

THE WITNESS: Instead of 25 to 30 degrees.

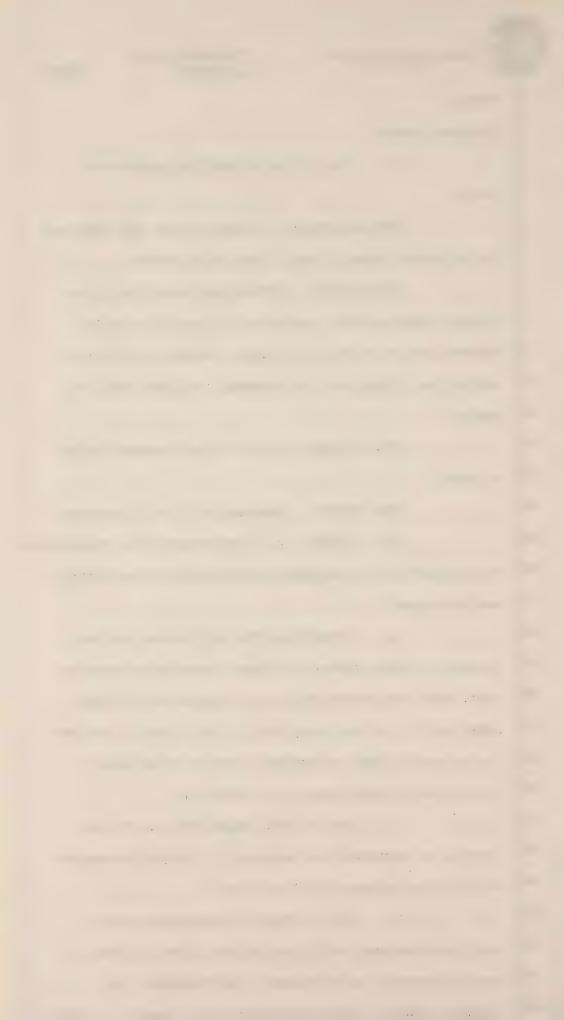
MR. LALONDE: Q. What causes this disobedience on the part of the helmsmen as far as your instructions are concerned?

- A. Oftentimes the ship master refuses to give so many degrees and these ocean-going vessels don't have the rudder which is as large as an upper laker and it is very important to get it and if we ask for entirely right or entirely left it is because we have very good reasons for asking it.
- Q. Has it ever happened to you to have trouble in communication because of linguistic reasons between the helmsman and the pilot?
- A. Yes, I think we had gone to see

  the Superintendent of Pilots at that time in order to

  complain about a given vessel, the fact that the

  helmsman didn't speak either English or French. I think



3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29

30

French

it was a Greek vessel.

ANGUS, STONEHOUSE & CO. LTD. TORONTO, ONTARIO

Q. Do you remember what steps were taken, how these requests were made to the Pilotage Authority? I would liketo show you a photostat copy of a letter of Mr. Alan Cumyn sent to Mr. Melanson in the month of April, 1959 which reads:

> Pilots may be assured they will not be blamed for casualties which are found to be caused by errors of the wheelsman.

> > Signed, Alan Cumyn.

Α. I think that telegram followed our interview with Mr. Melanson.

MR. LALONDE: Your lordship, I would like to ask the legal adviser of the Commission to ask the representatives of the D.O.T. to check in the files of the D.O.T. for any exchange of correspondence towards the end of April, beginning of May, 1959 regarding the complaint of pilots of the District of St. Lawrence, Kingston-Ottawa regarding difficulties with wheelsmen, and with your authorization this correspondence could be attached, annexed to this telegram which I file immediately as Exhibit 814.

---EXHIBIT NO. 814:

Telegram from Mr. Alan Cumyn, April, 1959.

THE CHAIRMAN: Beforehand, you mentioned orders which weren't entirely obeyed or enforced. Has it ever happened they did the opposite?



French

2 3

4

5

6 7

8 9

10

11 12

13

14

15

16

17

18 19

20

21

22

23 24

25

26

27

28

29

30 5:05. THE WITNESS: Yes.

ANGUS, STONEHOUSE & CO. LTD.

THE CHAIRMAN: You would give an order to go starboard and they would go the other side, does that happen?

THE WITNESS: Yes.

THE CHAIRMAN: Do you think it would be preferable that a man would follow you about, would be with you at the same time?

THE WITNESS: Yes, they would speak the same language at any rate.

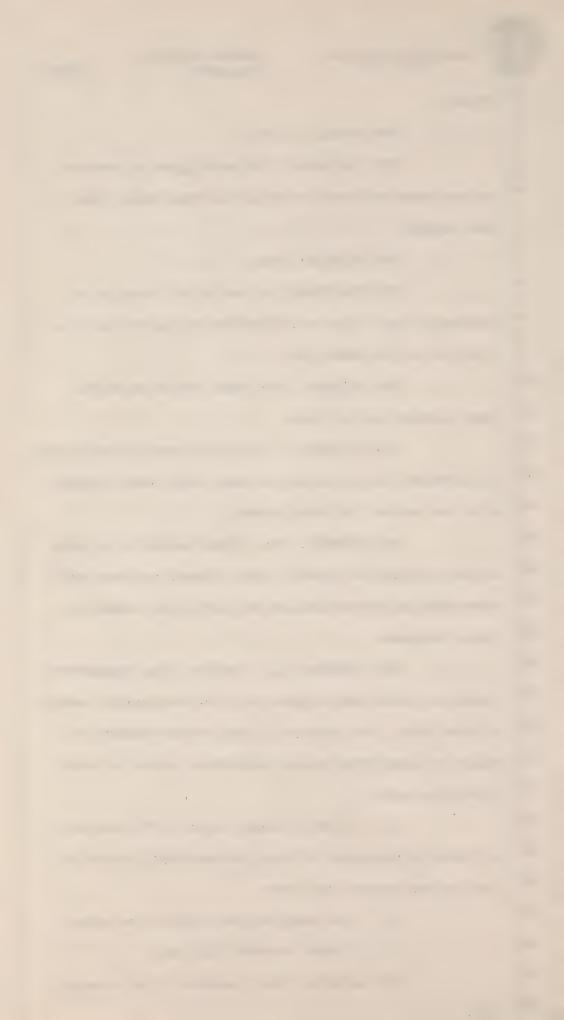
THE CHAIRMAN: I think if they did that with you perhaps they would do the same thing when they are with the master: of their vessel.

THE WITNESS: No. Their master is a Greek and he is going to speak to him in Greek and they will understand it better because we can't give orders in their language.

MR. LALONDE: Q. I notice your request for compulsory@wheelsmen applies only to ocean-going vessels of more than 3,000 tons net. What is the reason for which you make this request regarding vessels of over 3,000 tons net?

- A small vessel below 3,000 tons net, if there is a mistake, if they go starboard instead of port we can correct the error.
  - You mean you can correct the error? 0.
  - I mean correct that error.

MR. LALONDE: Your lordship it is already



French

THE CHAIRMAN: We are not going to start a new subject.

MR. LALONDE: Do you have anything else to add on that, Mr. Perusse?

THE WITNESS: No.

THE CHAIRMAN: We are going to stand adjourned until 10:00 o'clock tomorrow morning.

---WHEREUPON THE HEARING ADJOURNED UNTIL 10:00 A.M.,

WEDNESDAY, THE 27th DAY OF NOVEMBER, 1963.

\* \* \* \*



# ROYAL COMMISSION

ON

# **PILOTAGE**

HEARINGS

HELD AT

MONTREAL

P. Q.

**VOLUME No.:** 

86A

DATE:

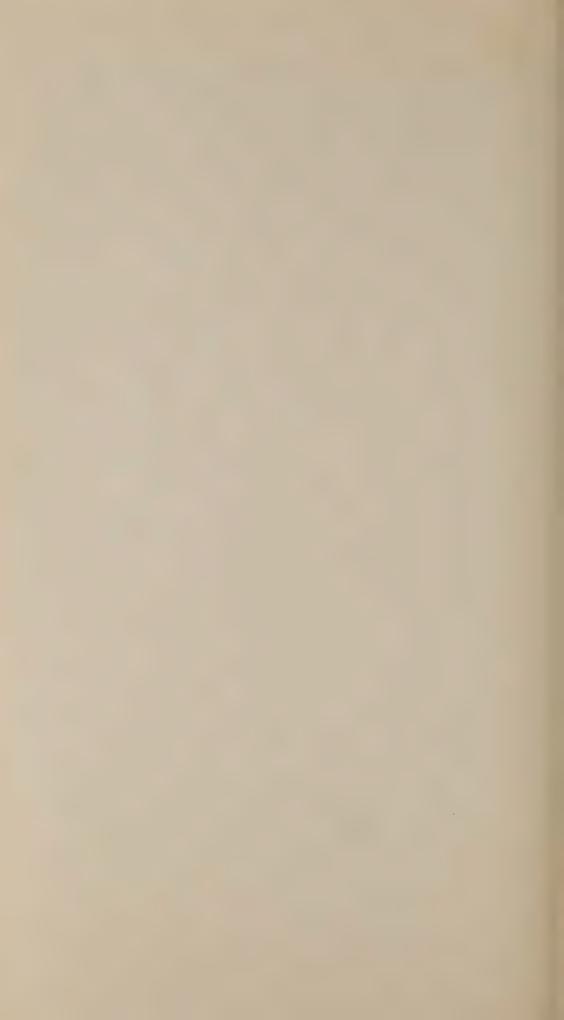
Mar. 27 1963

OFFICIAL REPORTERS

ANGUS, STONEHOUSE & CO. LTD.
BOARD OF TRADE BLDG.
11 ADELAIDE ST. W.
TORONTO

364-5865

364-7383



3

4

ANGUS, STONEHOUSE & CO. LTD.

#### THE ROYAL COMMISSION ON MARINE PILOTAGE

Proceedings of the hearing held at the Old Courthouse Building, Montreal, Quebec, on Wednesday, the 27th day of November, 1963.

5

6

7

8

9

10

COMMISSION:

The Honourable Mr. Justice Bernier Chairman

Mr. Robert K. Smith Member

Mr. Harold A. Renwick Member

Mr. Gilbert Nadeau Secretary

1112

13

14

COMMISSION COUNSEL:

Mr. Maurice Jacques

1516

17

19

20

21

22

23

24

25

26

18 PRESENT:

Mr. Leopold Langlois, Q.C. for the Canadian Merchant Service Guild

Mr. J. Brisset, Q.C.

for the Shipping Federation of Canada

Mr. C. Mason

for the Dominion Marine Association

Mr. Marc Lalonde

for the Federation of St. Lawrence River Pilots; Corporation of the Lower St. Lawrence Pilots; the Corporation of the Mid-St. Lawrence Pilots; the Corporation of the Montreal Harbour Pilots; the Corporation of the St. Lawrence River and Seaway Pilots; the Corporation of the Upper St. Lawrence Pilots.

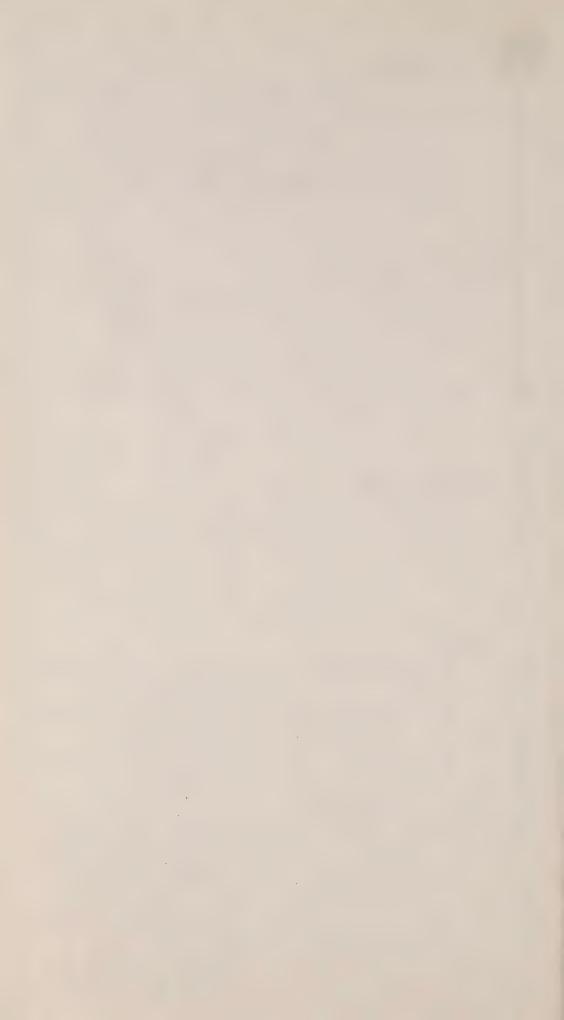
27 28

00

29

30

\* \* \* \* \*



#### INDEX TO WITNESSES

NAME
PERUSSE, Andre

Continuation of Direct Examination by Mr. Lalonde

Cross-Examination by Mr. Mason 10632
Cross-Examination by Mr. Brisset 10675
Direct Examination by Mr. Langlois 10761
Cross-Examination by Mr. Jacques 10768

\* \* \* \*





NO.

### DESCRIPTION

INDEX TO EXHIBITS

PAGE

A list of the pilots who joined the Corporation since its forming with the date of their adhesion and of their signing of the Power of Attorney, annexed thereto is a sample form of adhesion and Power of Attorney.

\*\*\*\*\*\*\*



Montreal. Quebec Wednesday November 27th, 1963

10632

French

---ON COMMENCING AT 10:00 A.M.

3

1

2

4

5

6 7

8

9 10

11

12 13

14

15

16

17

18 19

20

21

22

23

24

25

26

27

28

29

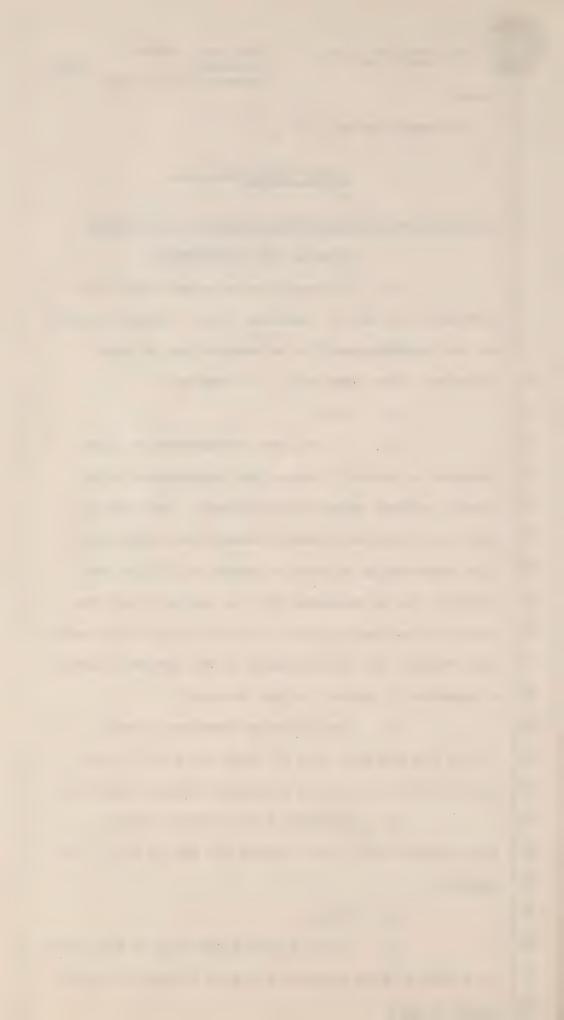
30

#### ANDRE PERUSSE Re-sworn

#### CONTINUATION OF DIRECT EXAMINATION BY MR. LALONDE:

(THROUGH THE INTERPRETER.)

- Q. We have here paragraph 650 of the submission by the St. Lawrence Pilots' Corporation and we were studying specific recommendations of your District to the Commission. Is that so?
  - A. Yes.
- I note that recommendation three Q. requests a system of appropriate apprenticeship be adopted without delay in the District, and that you will note that the Pilotage Authorities undertook a firm undertaking to adopt a system in 1963 in your District and in paragraph 651 you complain that the system is not yet employed. Can you say to the Commission whether the establishment of the system presents a question of urgency in your District?
- Yes, because there are several pilots who are more than 65 years old and from one year to the next we need an apprenticeship immediately.
- Q. How many pilots do you have in your District that have reached the age of 65 at the moment?
  - Α. Five.
- Would you have any idea of the number Q. of pilots in your District who were between 60 and 65 years of age?



French

4 5

A. Six, approximately.

- Q. Could you tell the Commission how it is that you seem to have a more considerable number of pilots in your District who have reached such an advanced age in your profession?
- A. Well, when we worked through two Districts of pilots we were able to stay in Cornwall in Kingston, we had all the pilots who were older in the District had the choice of having Cornwall or Kingston Districts, and that is the reason why the District of Cornwall was chosen.
- Q. How many pilots, excuse me, I understand that in the past the practice was to replace those who retired in your District by the surplus pilots in the Kingston District?
  - A. Yes.
- Q. Could you tell the Commission how many pilots, if there are any remaining in surplus in Kingston at the present moment?
- A. The one or two from Kingston went to Cornwall.
- Q. Would you tell the Commission how much time is involved in the apprenticeship system in which you need to train the pilot?
  - A. Not less than three years.
- Q. It has already been stated to the

  Commission you have quite considerable experience yourself

  upon lakers and that you subsequently underwent a

  training course in your District. Why do you propose



4 5

15.

French

a training system which would be different from that which you yourself have already benefited from?

- A. Well, as I stated in my testimony there were many pilots who were travelling the area even three times a week, and now they travel to and from Montreal several times, maybe fifteen trips a year.
- Q. What conclusions do you draw, though, from this?
- A. Well, the conclusion that most of the time those who do the River are not the type of pilot getting aboard a boat who isn't chosen by the Pilotage Authority, getting on at Montreal or Toronto or coming down to Montreal.
- Q. What objections have you to a system of probation similar, let us say, to the one mentioned by my confrere? Let us take, for example, holders of foreign-going masters' certificates who train themselves rapidly in a couple of months as pilots of your District?
- A. I don't think that with a foreigngoing master's certificate when his whole career is in
  the Seaway, especially it would take two or three
  years roughly before he would be ready.
- Q. Can you say if to your knowledge there exists a sufficient number of Canadians at the moment who are navigating as foreign-going masters to ensure the recruitment of replacements in your District?



French

A. No.

- Q. Have you any idea of the number of Canadians at the present time who are on foreign-going Canadian vessels as foreign-going masters at the moment?
  - A. I would say roughly ten in all.
- Q. Let us come now to the following recommendations, the ones in paragraph 652 and following paragraphs. This recommendation reads as follows:

That the only vessels having compulsory pilotage in the District of Cornwall are the vessels at present exempt from compulsory payment of pilotage dues in the Montreal District.

At the present moment, in your District all the lakers, the Canadian and American lakers are exempted?

- A. Yes.
- Q. Under the request you are making now, and in short, considering the fairly substantial reduction in terms of the exemption in your District?
  - A. Yes.
- Q. What are the reasons which motivate your group in asking for such a reduction of the exemptions for the District?
- A. Firstly the American vessels as has been shown by what was sent to Ottawa, the American pilots who disembark and embark at St. Lambert do pilotage on these vessels and even some Canadian vessels have done this too because it is being shown by the



French

3

5

4

6 7

8 9

10 11

12

13

14 15

16

17

18

19

20

21 22

23

24

25

27

26

28

29

30

Q. But what are the reasons for which

tëdegram which we have sent beforehand.

ANGUS, STONEHOUSE & CO. LTD.

you ask for the reduction, exemptions? Are there at the moment any dangers to navigation or anything else which would force such a request?

Yes. In terms of navigation there are many lakers which do the pilotage itself and we are obliged with sea-going vessels to go around, to make a turn, as was said by Mr. Pintal yesterday. They go themselves and they don't feel obliged to turn around.

- Have you had this experience yourself in the District?
  - Α. Yes.
- Q. Were you aboard a laker, when you were aboard a laker was this practice at the time?
- A. No, because the Kingston to Montreal, they didn't have the specific experience in this direction.
- Q. Well, did you do pilotage outside your District, Montreal-Kingston as a licensed pilot?
- Yes. I was making the whole Corporation, we worked from Three Rivers, between Three Rivers and to the coast of New Brunswick and we were doing pilotage up to Quebec.
  - Three Rivers to Quebec. Q.
  - From Pointe au Pere to Quebec. Α.
  - Yes? Q. .
- Many pilots -- we didn't know the Α. currents and the vessel might be anchored in the wrong

are the second of the second o



space and so on.

4 5

French

Q. I think I asked you this question yesterday. I am not quite sure. I would like to make sure on this point. When you became a pilot in 1956 were there lakers in your District?

A. Yes.

- Q. Would you be able to say approximately, can you give us just approximately the percentage of lakers which were taking pilots on board these vessels?
  - A. I would say approximately 85 per cent.
- Q. But I note for example that at the present moment in your District there is a company, the Canada Steamship Lines which has only its own pilots, licensed pilots, licensed by the D.O.T.?
- A. Yes, Canada Steamship Lines at thettime, I think there are two of them.

French

/RPS

2

3 4

5

6

7

8 9

10

11 12

13

14

15

16

17

18

19

20

21

22

23

24

25

26 27

28

29

30 Α.

		Q.	In	1956	this	same	company	did	it	have
its	own	pilots?								

A. Yes.

- The percentage you gave me as being approximately 85/per cent do you include the pilots of Canada Steamship Lines?
- A. Yes because after the opening of the St. Lawrence Seaway they kept only two and the others went elsewhere.
- Q. During 1956 were there any special pilots other than the Canadaan Steamship Lines?
- A. Yes. The British American Oil had some and the upper lakes and St. Lawrence.
- Q. Were there any special pilots for ocean-going lines?
  - A. Yes.
- Q. When was this system of special pilots abolished in your District?
- When the Corporation was formed in 1958.
- This system, was it abolished by the Q. Pilotage Authority or by the Corporation? How did this arise?
  - I think it was the Corporation. Α.
  - Were you a pilot at the time? Q.
  - No. A.
- So you have no personal knowledge of ର. this matter I suppose?
  - No.

and the second s

in the contract of the second section of the section of the second section of the section of the second section of the section of

. , ,

7

and the second of the second o

and the second s

 $(1, \dots, n-1) \cdot (2n-n) = (n-1) \cdot (2n-1) \cdot (2n-1) \cdot (2n-1)$ 

1 French TORONTO, ONTARIO

THE CHAIRMAN: Well it was abolished in practice for the others but it was not abolished in principle because the Canada Steamship Lines has still two pilots, special pilots.

MR. LALONDE: I understand that there is special permission from the Pilotage Authority in regard to this company.

THE CHAIRMAN: Well I would like this point to be clarified.

MR. LALONDE: Yes your lordship.

MR. JACQUES: My lord we already had some evidence from Mr. Melanson in that respect. There is a clause in the By-Laws applicable to this witness! District specifying that the contract in force for the pilots at the time the District was created could continue and the pilots could work under that contract but no new contract could be entered into.

> THE CHAIRMAN: Just a carry over? MR. JACQUES: Yes my lord.

(THROUGH THE INTERPRETER.)

Are there any other special pilots, other than the two you mentioned for Canada Steamship Lines at the moment in your District?

- No. not to my knowledge.
- Until what year roughly did you continue this general practice for the employing of special pilots?
  - A. Until the opening of the St. Lawrence

2 3

4 5

6

7

8

9

10

11

12 glish

13

14

15

16

17

18

19

20

21

ench

22 23

24

25

26

27

28

29

30

Seaway.

n de la company de la comp

The state of the s

That any ship exempt from compulsory

French

4 5

\_\_

Q. Now I note that you had and

Q. Now I note that you had another recommendation, No. 5, concerning the first trip of a vessel, paragraph 659 and following. I note, furthermore, a substantial reduction in the exemption for lakers. You ask that any ship exempt under recommendation No. 4 shall, nevertheless, be forced to take a pilot aboard during its first trip or rather during its first few trips in the District. The text of paragraph 659 reads as follows:

pilotage, if the tonnage is not big, shall
be required to take a pilot during its first
few trips in the District and it concludes
by saying there should be a rule causing
the ship to take a pilot aboard during at least its
first few trips. Now could you tell the Commission
based on your experience how you came to this conclusion?

- A. Well there was small vessels, there were low tonnage and high tonnage ones. We had an example this summer, we had the case of the CARL SCHMEDIMAN which was of the Hull Corporation. It was taking cement to Toronto all summer. It was exempt from pilotage and came within those vessels which were supposed to be exempt from pilotage.
- Q. Well apart from the case of the SCHMEDIMAN, apart from the problem of this vessel, the CARL SCHMEDIMAN, why do you ask that low tonnage vessels be exempt from taking a pilot except during their first few trips?

French

	Α.	Ther	e are 1	low ton	nage ves	ssels	which
nave never	had	pilotin	g. The	y.do n	ot know	the F	liver
and I feel	they	should	take a	pilot	for navi	lgatic	n
security,	safet	y.					

- 0. Have you had experience with this type of vessel where there may be not necessarily danger, but some danger to safety of navigation?
- A. Yes. I myself can tell you that if a vessel does not know the River and is doing this only on the basis of maps, there is a certain danger to navigation.
- Q. Have you had complaints from your colleagues on this matter?

No.

- Have you noted an increase in the number of low tonnage vessels on the St. Lawrence Seaway, let us say this year in relation to previous years?
  - There has been a diminution.
- I don't understand your answer. What do you mean the vessels diminished? You mean the total number of the tonnage?

Yes.

- Please give one answer or the other. Don't give a double-barreled answer. Is there a drop in the tonnage of the ships or the total number?
- A. The total of the ships are diminishing because there is a constant change inasmuch as the small vessels are automatically dropping in number.
  - Q. Well have you had vessels of low

3

1

2

5

6

4

7

8

9 10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

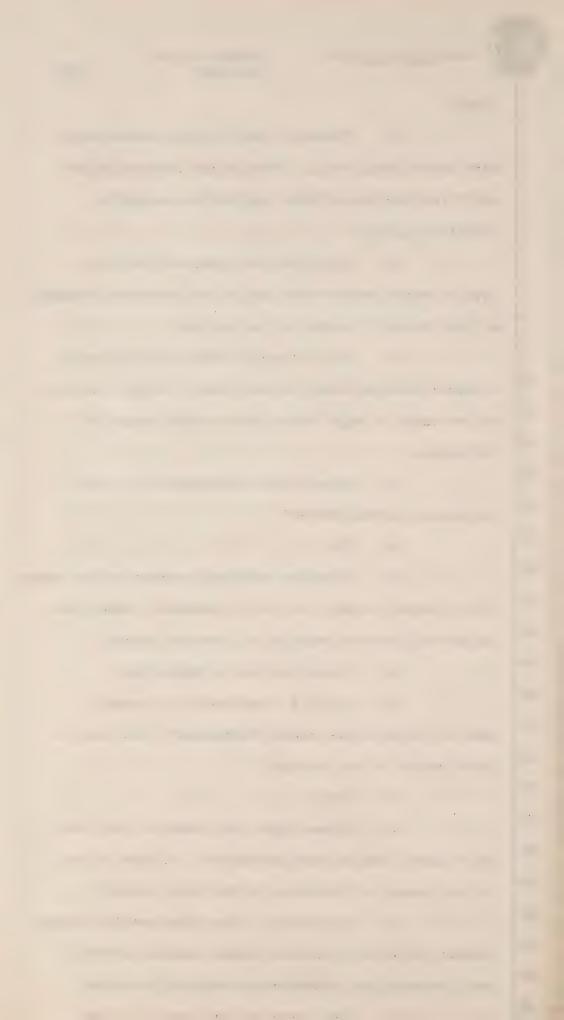
26

27

28

29

30



French

3 4

5 6

7

8 9

10

11 12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29

30

tonnage frequent the St. Lawrence Seaway?

- A. Yes, there are a number which frequent the St. Lawrence Seaway.
- Well have you had this only recently or has this been a constant matter since the opening of the Seaway?
- It has been happening continuously since the opening and indeed even before the opening of the St. Lawrence Seaway.
- Q. Recommendation No. 6, paragraph 651 and 662 deals with St. Regis, Snell Locks section. You asked that the juridical situation of the pilots between St. Regis and the Snell Lock be clarified. I understand this is a juridical matter, but would you like to give in your own words how the present situation is a problem to you?
- A. Well we have to get aboard vessels up to the Snell Lock and this is not part of the District This is part of the St. Regis-Quebec. It goes up to Snell Lock. This is, let us say, a distance of six miles in relation to the District.
- Q. Has it also happened that accidents or incidents have occurred to vessels with Canadian pilots aboard between St. Regis and Snell?
  - A. Yes.
- If I understand properly what you are saying does this happen from the frontier? From the border?
  - A. Yes, from the border as from Snell Lock



French

2 3

У

4

6

5

7 8

9

10

11 12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29

	Q. 1	What	happened	on	this	occa	sion?	Were
ou under	American	juri	L <b>sdi</b> ction	or	Canad	lian	jurisd	Lction
r author	tv?							

- Α. I couldn't sayy I think under American jurisdiction.
- Q. You had no personal experience in that connection?
  - Α. No.
- Q. Recommendation No. 7 bridges across the Seaway. You asked that the signal system be coupled with a radio-telephone service. Mr. Pintal testified I think that is necessary in your District. I believe you would support him on this?
- Whether downstream or upstream the Beauharnois wishes to have some -- we have to wait sometimes for other vessels to reply but the radiotelephone service could be in direct communication or linked with ours.
- Q. Would that represent a certain advantage for your duty?
- Yes, because let us take for example a ship of the speed of six or seven knots. With the direction of the current going downstream to Valleyfield, if it is not possible to contact Beauharnois, we can always talk to the man on the bridge.
- Q. Has it ever happened to your knowledge certain circumstance where the operation of pilotage, or the safety of navigation would have been better assured or guaranteed if there had been another system



ANGUS, STONEHOUSE & CO. LTD.

TORONTO, ONTARIO

or if I put it another way: were there ever any cases where the vessels were put in a difficult situation because of this lack of communication?

A. Yes. I think in 1959 upon the opening of the Seaway, if my memory serves me right, the PRESCOTT was crosswise up the Valleyfield bridge and it was leaning on the pillars.

- Q. Do you know the reason why this occurred?
- A. Well the vessel was not able to see the bridge on time to pass.
- Q. Do you know if there has been any communication with Beauharnois at that time?
  - A. I couldn't tell you.
- Q. Was there a pilot on board on that occasion?
- Α. Not a pilot from the assignment list at any rate.
- Who is the owner of the PRESCOTT Q. . vessel?
  - Α. Canada Steamship Lines.
- You have also asked in recommendation No. 8, paragraph 665 that an appropriate building with telephone service be furnished to the pilots at the St. Lambert Lock. What do you have at the present time in order to communicate with vessels?
- At the present time we have a kind of trailer. It is/very well located. It is just below Victoria Bridge.

3 4

1

2

5 6

7 8

9 10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25 26

27

28

29



R	ANGUS, STONEHOUSE & CO
WE M SEA	TORONTO, ONTARIO

F		_		-	3_
H:	773		n	n	n

2

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29

- Q. Could you please indicate in green on this chart the location where this trailer is?
  - (Witness indicates.) A.
- What are the inconveniences of such a trailer?
- A. Well if we reach the point to go on board a vessel, and if we go in the trailer and the vessel goes directly into the lock, well we have to deal at all times through the south extreme of the lock in order to go on board the vessel and I do not think it would be a very appropriate location in order to have this building.
- Q. You asked that the telephone service be installed. Do you have one at the present time at the trailer?
  - Α. Only to call the Pilots' Office.
  - Is that a direct line with the Pilots' Q. Office or what?
    - I think so. Α.
    - You cannot dial anywhere else? Q.
    - A . No.
    - Is there a public phone at this place? Q.
  - In the trailer, no, there is no A . public phone.
  - Is there one on the wharf? Q.
    - Α. Yes.
      - At what distance? Q. .
  - On the east side of the lock and near Α. the building of the lock master.



2

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

French

ANGUS, STONEHOUSE & CO. LTD. TORONTO, ONTARIO

Q. Recommendation No. 9 you ask that there be a greater co-operation with the representatives of the Seaway with a view to obtaining the necessary information concerning revival of vessels in the locks. To what do you refer?

A. At the present time I do not think we get a great deal of co-operation. For example, whenever we are upbound towards St. Louis Lake, we reach Windmill Point and then we report to go to Beauharnois Lock and we are told, they say go up and watch the green light. Consequently, well this doesn't tellius anything. If there is some traffic or anything, well we are not told about that.

Q. And you cannot obtain or can you obtain additional information to that?

No.

0. Are you simply told to watch the green light?

Well we are only told to watch the A . green light.

Q. Recommendation No. 10 you ask that -before going on to that recommendation No. 10, is it only regarding the Beauharnois Lock that you have trouble?

A. No, we have this trouble as well at Cote Ste. Catherines and also at the two locks of Beauharnois upbound and downbound as well as the St. Lambert Lock upbound and downbound.

> Now recommendation No. 10 where it is Q.

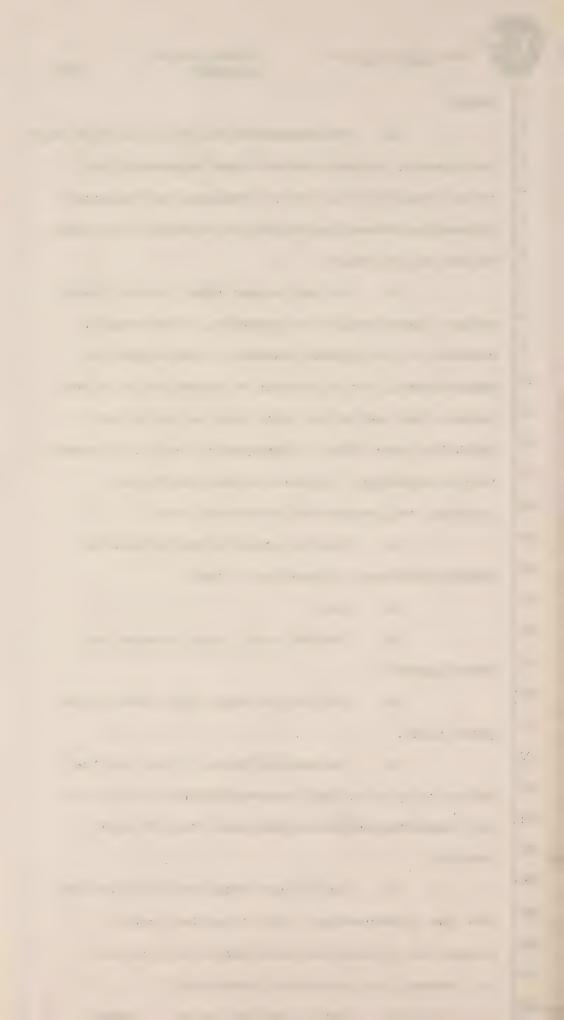
B2

26

27

28

29



stated ---

THE CHAIRMAN: At Snell upbound do you also encounter the same difficulty?

THE WITNESS: No. At Snell the Americans tell us in advance in order to slow down or maintain our speed or that it would take 20 minutes, half an hour before having the lock to ourselves, but we are told in advance.

THE CHAIRMAN: Consequently, the American system and the Canadian procedure are two different approaches for the locks?

THE WITNESS: Yes. The American procedure is far better.

THE CHAIRMAN: Because they tell you about the traffic and how long it will take?

THE WITNESS: Yes.

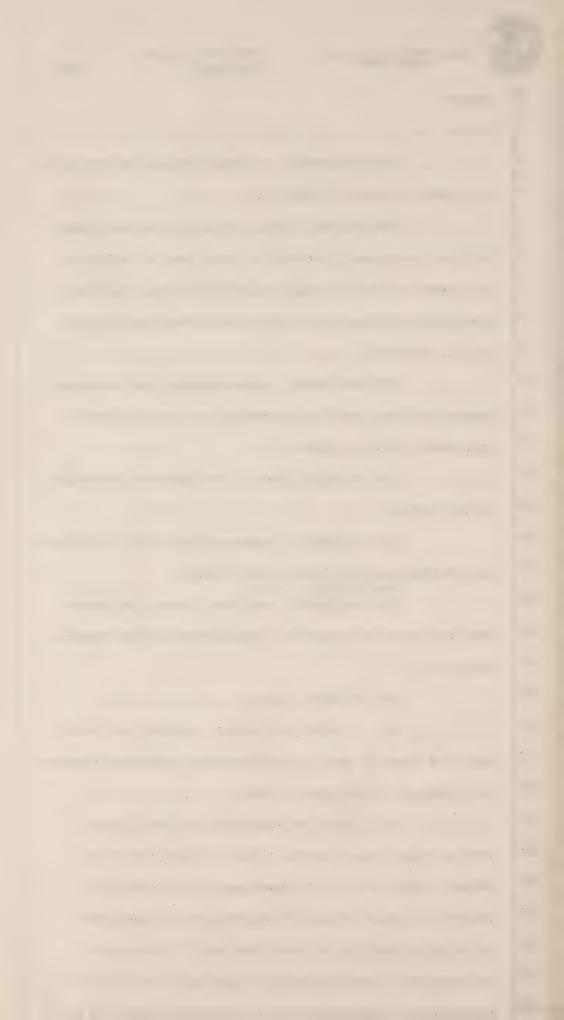
THE CHAIRMAN: And that is why you asked

that the same procedure be established in the Canadian sector?

THE WITNESS: Yes.

- Q. Could you please explain in a more detailed fashion what is the American procedure towards the approach of the Snell Lock?
- A. When we approach the Snell Lock, when we reach point seven, which is buoy 73F at St.

  Francis Lake, we report ourselves and if there is traffic in front of us the dispatcher at Eisenhower is going to tell us to slow down and if there are no vessels in front of us he is going to tell us to maintain our speed or to go 12 knots per hour and to go



to Raquette River Range and once we get there, we get a new communication and we are being told that we will have to wait 15 minutes, half an hour, an hour, before having the lock to ourselves and he tells us what to do.

- Q. Are you told to tie to the tie wall or are you being told to anchor?
- A. Well he may tell us to cast anchor and if there is no vessel at the tie wall, well to go and tie the vessel at the tie wall.

THE CHAIRMAN: And all that is done through radio-telephone?

THE WITNESS: Yes.

- Q. Recommendation No. 10, paragraph 668

  you ask that the Cardinal radio station telephone be

  transferred to Cornwall or the surrounding district.

  Could you please explain the purpose of that recommendation?
- A. Well oftentimes when we are upbound on St. Francis Lake to send our arrival time at Snell Lock in order to get the pilot who is going to replace us, well we cannot contact Cardinal and oftentime we have to call Eisenhower in order to send our expected time of arrival.

THE CHARMAN: Is this a place indicated on the chart as being a call point?

THE WITNESS: No.

THE CHAIRMAN: I understand that those are not communications with the Seaway but with your dispatching office?

THE WITNESS: Yes, and we must at least call

. . .

French

3

4

5 6

7

8 9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25 26

27

28

29

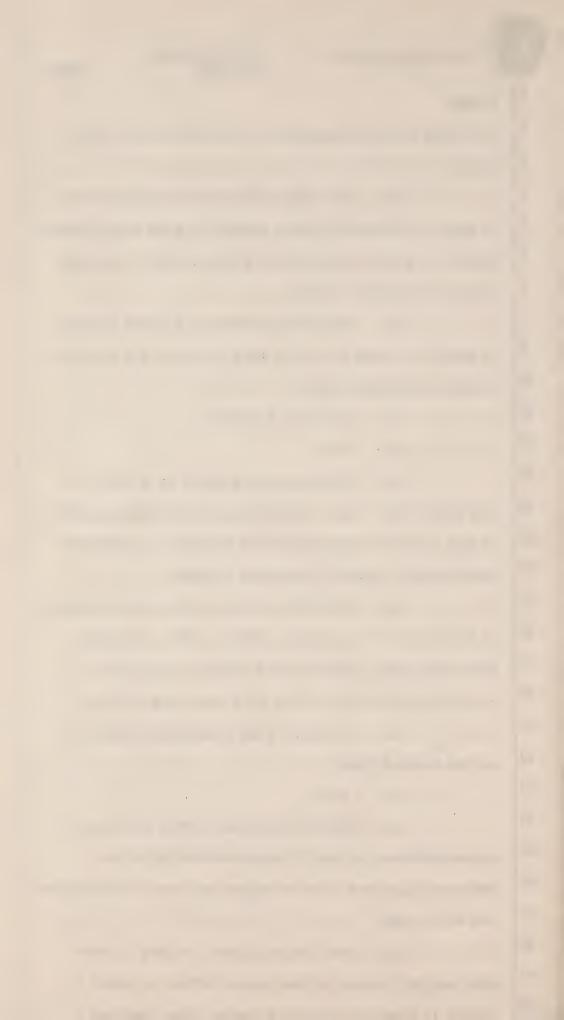
30

two hours before the arrival of the vessel at Snell Lock.

- Q. The only communication that you have at Lake St. Francis in that region is with the pilotage station and the Seaway or can you also call for other purposes from the vessel?
- A. Well not especially but the captain, the agents on Lake St. Louis they are not in a position to reach Lake St. Francis.
  - Q. Lake St. Francis?
  - Α. Yes.

ANGUS, STONEHOUSE & CO. LTD.

- Q. For your own purpose as a pilot do you think that these difficulties would involve moving of the station from Cardinal to Cornwall or would you have another similar suggestion to make?
- A. Well they could do what they did here in Montreal at the pilots' office. They could have their own radio-telephone and then we can contact directly the pilots' office or dispatching office.
- Q. You have such a system in Montreal at the present time?
  - Yes. Α.
- Did you talk about that with the representatives of the Pilotage Authority or the Telecommunications Service regarding these difficulties you mentioned?
- A. No, the only one I talked it over with was Mr. Menard at the signal office in order to see to it that the station be moved from Cardinal to



Cornwall.

turn?

3

4 5

6

7

8 9

10

11

12 13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29

30

Q., Were there any particular difficulties raised regarding such a transfer? Were you told that there would be other problems which would be raised in

A. No. The only thing that was mentioned was to install a remote control at Lake St. Francis in order to give greater power to the Cardinal Station.

- Q. Was that done?
- Α. No.
- Paragraph 670 and 671 you ask that the equitable division of the work must be made between pilots of the District concerned in the St. Lambert and Snell Lock. Mr. Pintal explained that at Snell Lock you were taking the ships, at any rate in all cases, in the locks?
  - Α. Yes.
- And that at St. Lambert Lock Mr. Lavoie and Mr. Pintal also gave evidence to the effect that at the present time you were taking vessels at the first station at the approach wall downstream to the St. Lambert Lock. Is that correct?
  - Α. Yes.
- We were also given evidence before this Commission to the effect that from the years 1959 to 1962 you were taking the vessels below, or rather at the approach wall below the lock in all cases where the vessel had not been taken in the St. Lambert Lock. Is that correct?

2

1

3

4

5 6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26 27

28

29

30

A. Yes.

ANGUS, STONEHOUSE & CO. LTD.

TORONTO, ONTARIO

Q. What are your comments regarding the proposal that you make as recommendation No. 11 at the present time?

A. To my own mind I think that everything that is not within our District, from St. Regis and Snell Lock, if we do that transfer and bring the vessel into the lock, that I think that the same work should be done in the case of St. Lambert Lock.

THE CHAIR MAN: In other words, that the River pilots or that the Harbour pilots be forced to take the vessel in the lock?

THE WITNESS: Well the River pilot will bring two or three vessels per year because they must go to Longue Pointe for their inspections and automatically the Harbour pilot goes on board to take the vessel to the Seaway.

- If I am to understand you properly, Q. . in the case of River pilots you would be in agreement with the taking of vessels at the approach wall or do you think that the same rule shall apply in all cases?
- A. I think that if there are more than two or three vessels per year, I think that the rule should apply to both.
- Q. When you mention two or three vessels per year, is it per pilot or is that a total?
  - A. As a total.

MR. JACQUES: Did I understand you properly when you told us that all vessels, that all vessels,

2

3 4

5 6

7 8

9 10

11

12

13 14

15

16

17

18

19

20

21

22

23

24 25

26

27

28

29

30

French

TORONTO, ONTARIO

that all River pilots from Montreal bring to the St. Lambert Lock a total of only two or three per year?

THE WITNESS: No. The ocean-going vessels are forced to be inspected at Longue Pointe but the upper lakes, well the ship masters take charge of the vessel at the Jacques Cartier Bridge and he brings them to the approach wall and does hisown manoeuvring.

MR. JACQUES: Agreed, but did you say that River pilots were bringing two or three vessels to the St. Lambert Lock two or three times a year?

THE WITNESS: Yes.

MR. JACQUES: Is that two or three vessels per pilot?

THE WITNESS: No, for a group of pilots as a whole.

- Did I ask you if you were undertaking pilotage while you were an officer on board lakers before 1956?
- Α. Yes, on board the PRESCOTT of the Canadaan Steamship Lines.
- Did I ask you if you were being paid Q. for that service?
- Yes. We received \$30 per trip or Α. part of a trip.
- By trip what do you mean? A transit Q. or simply both ways?
  - Transit. Α.
- You mean that for each trip every time Q. that youwere transiting within the District one way?

1	Fr
---	----

French

A. Yes.

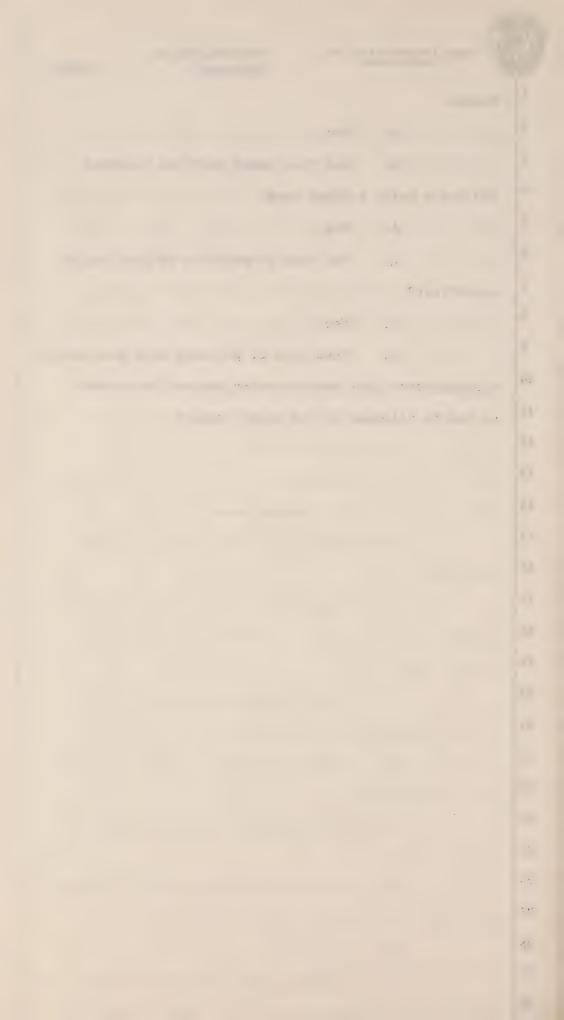
Q. And this meant that you received \$60 for a trip, arround trip?

A. Yes.

Q. Was that in addition to your pay as an officer?

A. Yes.

Q. What type of pilotage were you doing? Pilotage over this section which was not in a canal, or was it pilotage in the canal itself?



L	Τ.	C	1	IC	I

- A. In the part where there were no canals.
- Q. What did that represent? You weren't undertaking any pilotage in the St. Lawrence Canal? Was there any other canals at that time?
- A. There was the Lachine Canal, St.

  Lawrence Canal, the Cornwall Canal, Soulanges, Murray

  Bay, the Iroquois Canal and the Cardinal Canal where we weren't doing pilotage.
- Q. At any of those places. Also there were blocks at the canals?
  - A. Yes.
- Q. And it was performing that duty you were receiving \$30 in addition to your ordinary wage: as an officer?
  - A. Yes.
- Q. Were you doing watch duty as an officer also in the Canal?
- A. Yes, I was doing my watch duty aside from that.
- Q. Was that the current practice to your knowledge other than the company where you worked.
  - A. Yes.
- Q. Now, you mentioned that about 85 per cent of lakers were availing themselves of the services of special pilots or licensed pilots, at any rate, to do their pilotage and you told us that within your company it was quite the common practice for officers to perform pilotage duties.
  - A. I think that the steamship company always



ANGUS, STONEHOUSE & CO. LTD. TORONTO, ONTARIO

rest of the answer.)

did the same -- (THE INTERPRETER: Iddidn't hear the

A. .

(French reporter reads back answer.)						
A. Yes, and I think that Patterson						
Steamship always had master pilots on board.						
Q. If I understand you properly that is						
where you were calling officers, master and pilot or						
mate and pilot.						
A. Mate and pilot.						
Q. I think that Mr. Pintal gave						
similar evidence as regards to the practice in Canada						
Steamship Lines?						
A. Yes.						
Q. How are you to know that if the						
Patterson and Canada Steamship had similar practice						
with the one you have just described that at the same						
time that 85 per cent of the lakers had licensed pilots						
on board?						
A. Well, the Canada Steamship Line had						
other pilots, licensed pilots by the Government.						
Q. In the case of the Patterson Steamship						
was this same situation in existence?						
A. No.						
Q. In the case of the whole Corporation,						
did they have the same system at the Canada Steamship?						

No, they didn't have any pilots, the

masters were accomplishing the duty without reimbursement.

the second of th

practice a

3

2

4

5 6

7

D.O.T.

8

9 10

11

12

13

14 15

16

17

18 19

20 .1sh

21

22

23

24

25

26

27

28

29

30

	Q.	Would	the	Upper	Lakes	have	the	same
8	Canada	Steam	nship	p?				

- A. No, they had special pilots.
- Q. Were they licensed pilots?
- Yes, they were being licensed by the A.

Q. And to your knowledge many other minor companies, did they have any special pilots or licensed pilots or were they doing mates and pilots on board vessels at the same time?

Most of the other ones such as Α. British American Oil had pilots, licensed by the D.O.T. and who were special pilots and they were on an assignment list and the Ontario Paper were taking pilots from the assignment list and also special pilots, as well as Imperial Oil.

MR. LALONDE: Thank you.

## CROSS-EXAMINATION BY MR. MASON:

- Q. Pilot, prior to the devoting of your time to pilotage in the River in 1956 I gather you were employed and working the canal areas between the lower lake ports and Montreal; is that right?
  - A. Right.
- Did you work for one company or several Q. companies?
- Several companies. I worked for A. Canada Steamship Lines, I worked for Upper Lakes, St.

2

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

En	OF:	<b>እ</b> 🕏	b	h
بالرقي للجالية	834	44 140	·	7.7

Lawrence, and I worked for the oil corporation and Patterson Steamships.

- Q. I gather you were employed as a mate on these various vessels for these companies?
  - A. That is right.
- Besides your duties as mate you piloted the vessel when the master wasn't piloting the vessel?
  - A. That is right.
- Q. But you were a member of the crew of the vessel?
  - Α. Yes.
- These vessels that you were employed 0. on, were they all the canal-sized craft?
  - A. Yes.
- And you traded in the main from Cornwall down to Montreal to discharge grain and proceed up again in ballast?
- Prescott and we used to go Kingston A . to Montreal.
- Did you avail yourself of pilotage Q. services of anybody else than a member of the crew?
- No. When I was mate and pilot I was doing the piloting myself.
  - But you were still a member of the crew? Q.
  - Α. Yes.
  - How many mates did these vessels carry? Q.
  - Well, at one time they were carrying A.

29

30

two, 2nd mate and 1st mate and afterwards we had 3rd mate,

1 English

2nd mate and 1st mate.

- Q. Besides the master being always competent to pilot his vessel and the 1st mate, was the 2nd mate doing pilotage too?
  - A. Not on the ship I was on.
- Q. The pilot's duties would be split between the master and the mate?
- A. Well, when I was paid for pilotage the master didn't do any pilotage.
  - Q. When he was resting you would pilot?
  - A. Yes.
- Q. Mr.Pintal yesterday described the duration of his trip to be in the neighbourhood of two, two and a half days; is that correct?
  - A. That is right.
- Q. That would be between say Prescott and Montreal, or Kingston and Montreal?
  - A. Well, that was from Prescott to Montreal.
- Q. Prescott to Montreal. What would be the tonnage of these vessels you were employed on?
  - A. Oh, approximately they are 14, 1500 ton net.
- Q. Did you employ the services of a pilot in the Harbour of Montreal?
  - A. Yes.
  - Q. Always?
  - A. Yes.

THE CHAIRMAN: That means that the time -- were you relieved in Montreal or at the gate of the Lachine

3

4 5

6

7

8

9

10

11

12 13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29



2

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29

30

1	777	7.4	a. 3-
1	Eng	11	sn

ANGUS, STONEHOUSE & CO. LTD.

TORONTO, ONTARIO

Canal?

A. Oh yes, you see I was relieved there, if I was off watch at Lachine the other mate used to take a ship through the canal with the captain and the Harbour pilot used to get aboard at the lower end of the Lachine Canal to take it to the elevator.

THE CHAIRMAN: Excuse me. while we are on the subject, what about the lake pilots for the Kingston, Montreal District, would they be aboard your ship and in Montreal Harbour?

THE WITNESS: They were employed only for the River.

THE CHAIRMAN: Only for the River. They wouldn't dock your ship?

THE WITNESS: No.

THE CHAIRMAN: In Montreal. They were relieved at the lock.

THE WITNESS: And most of them, like special pilots, they used to leave the ship at Lachine and take another one up.

MR. JACQUES: Did they do the locks too?

THE WITNESS: No.

MR. JACQUES: Just the River?

THE WITNESS: Just the River.

THE CHAIRMAN: Who was handling the ships

in the locks?

THE WITNESS: The master.

MR. JACQUES: That is applicable with

lake ships only?

.

en de la composition La composition de la

 $\mathcal{L}_{\mathcal{A}}(x) = \mathcal{L}_{\mathcal{A}}(x) + \mathcal{L}_{\mathcal{A}}(x) + \mathcal{L}_{\mathcal{A}}(x) + \mathcal{L}_{\mathcal{A}}(x) + \mathcal{L}_{\mathcal{A}}(x) + \mathcal{L}_{\mathcal{A}}(x)$ 

and the second s

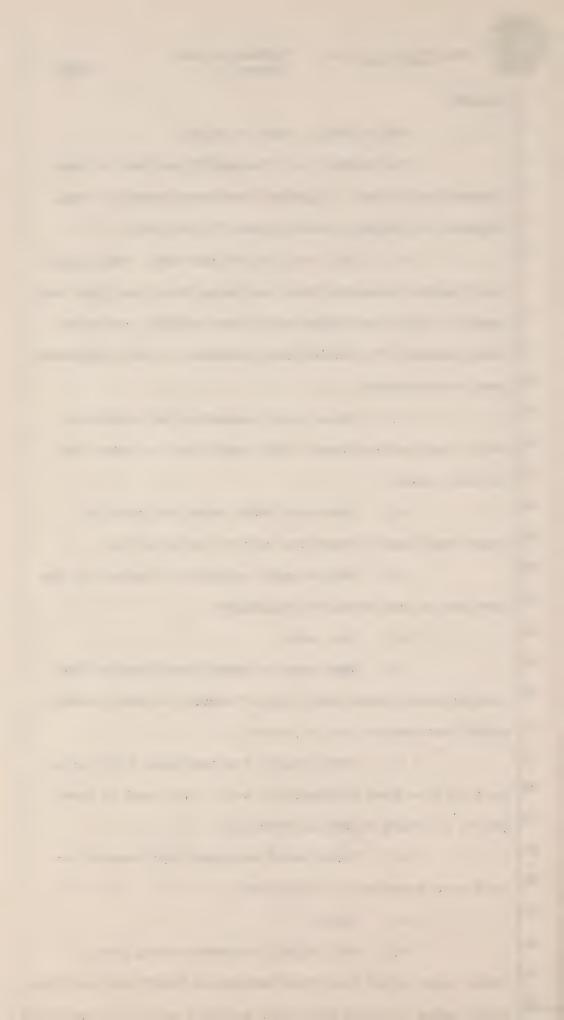
na nagrak na sana sa matangka nikali pangka na ka

.

THE WITNESS: That is right.

MR. MASON: Q. You say 85 per cent of the lakers took pilots. I gather that this vessel you were employed on wouldn't come in that 85 per cent?

- A. No, but I say 85 per cent, you figure, well Canada Steamship Lines was using them, and they had special pilots and using two of your pilots, and after that Imperial Oil and British American Oil and Pattersons used to use pilots.
- Q. These other companies you mentioned, would they have employed their own pilots or take tour de role pilots?
- A. When they had a mate and pilot on board they used to have the mate do the piloting.
- Q. But the mate was still a member of the crew and he was doing the pilotage?
  - A. Yes, sure.
- Q. What type of vessel would employ the tour de role pilots, what type of vessel, a canal vessel, would they employ tour de role?
- A. Canal vessel and sometimes a big ship used to come down tooPrescott, well, they used to have pilots on board as far as Prescott.
- Q. These would be upper lake vessels who only came downriver on occasions?
  - A. Right...
- Q. Am I right in understanding that if
  canal vessels had qualified masters on board and qualified
  first mates on board that they wouldn't employ the services



3

English

of a pilot who wasn't a member of the crew?

example at the spring before the buoys were out and at the fall when they were taking the buoys off. They were using tour de role pilots.

Q. Is it not true that trips at this time of the year, in the spring and in the fall when the buoys weren't in took longer than the normal trips when the buoys were in?

A. That is right, because we had to anchor at night.

Q. Coming up to the present or since the opening of the Seaway, how many transits would you have made in a year?

- A. As a pilot?
- Q. As a pilot.
- A. In 1959 we made 121 trips.
- Q. That is transits?
- A. Yes.
- Q. Transits being one-way and a trip being
  - A. That is right.
- Q. I gather the duration of each transit is in the neighbourhood of 14, 15 hours as a rule, sometimes a little longer if you are delayed by weather?
  - A. That is right, approximately.
- Q. Of all the ocean-going vessels that you piloted what proportion of these vessels would have an English-speaking, English speaking officers, approximately?

4 5

6

8

7

9

11

12

13

14

15

16

17

18

19

20

21

22

both?

23

24

25

26

27

28

29



2

1

4

5

7 8

9

11

12 13

14

15

16

17

18

19

20

21

22 23

24

25

2627

28

20

29

30

A. Well, I couldn't recall but it is quite a few that doesn't speak English.

- Q. Would you say the majority speak no English whatever?
  - A. Yes, the majority speak English.
- Q. The majority speak English. Do you have an arrangement when you board a vessel say, in the St. Lambert's that there should be an English-speaking officer on the bridge at all times?
- A. No, because generally the 3rd mate handles the telegraph and the master is with us and I don't know that we could force a man who speaks English to come up on the bridge.
- Q. Wouldn't it solve your problem, perhaps, if there is a problem, of the wheelsman if they had an English-speaking officer on the bridge?
  - A. Doesn't.
  - Q. Or French-speaking?
- A. It doesn't matter if they speak French, English or German. Lots of times they don't want to turn the wheel, you tell them hard astarboard and they put 10 or 15 degress and leave it there.
- Q. Can't you come to an understanding with them when you say hard astarboard you want full starboard wheelon?
- A. How can we come to an understanding when we are on the other end of the bridge and don't see anything.
  - Q. Don't you think you could have the master

3

4

5

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29

30

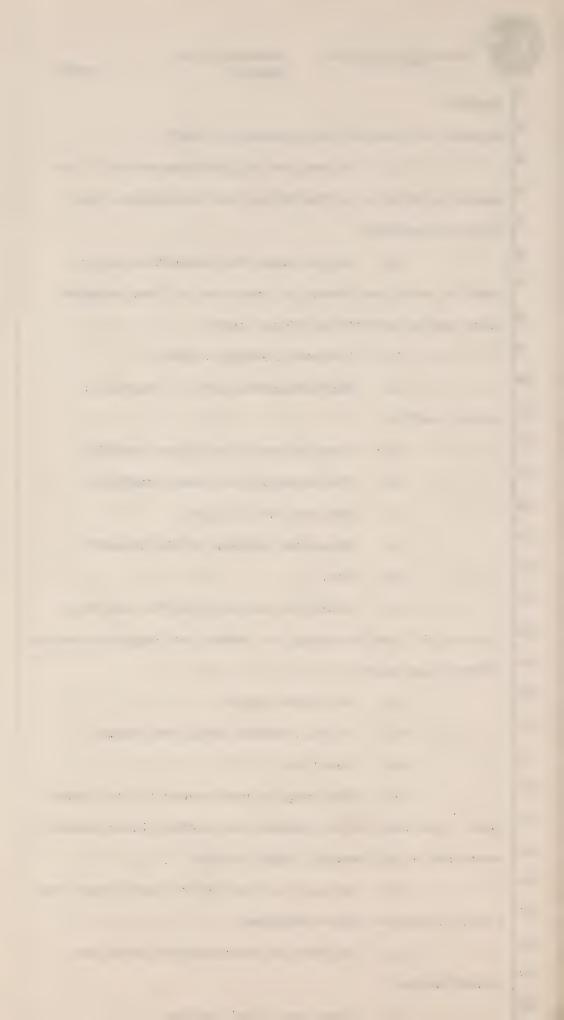
· 10 6

English

explain this before you proceed upriver?

A. Oh yes, we tell the master but if the master is with us on the bridge what can we do. We can't do nothing.

- Q. Do you know what proportion of the traffic using the Seaway is comprised of lake vessels only, say a majority or 50 per cent?
  - You mean foreign ships? Α.
- Q. What proportion of all traffic is inland traffic?
  - I would say it is inland traffic. Α.
  - The majority is inland traffic? Q.
  - A. Yes, but not in 1959.
  - Q. Since the opening of the Seaway?
  - Α. Yes.
- Would you not say that the majority Q. then of all traffic using the Seaway has English-speaking officers on board?
  - A. On inland ships?
  - Of all traffic using the Seaway.
  - A. Could be.
- How long is your season in the Seaway then? How long is the season, six months, seven months, seven and a half months, eight months?
- We open on the 15th of April there and finish about the 5th of December.
- Q. So this is approximately seven and a half months?
  - Seven and a half months. Α.



a' lake

to Mont:

Lakehea

2

4

3

5 6

7

8 9

10

11 12

13

14

15

16

17

18

19

20 21

22

23

24

25 26

27

28

29

Q.	Do	you	know	what	length	of	time	it	take
vessel t	o prod	eed	from	the 1	Lakehea	d do	wnbou	ınd	
real, di	.scharg	ge gr	ain a	and p	roceed	apbo	ound t	0 '	the
d again.	ice.	nor	1 long	r is a	a round	tri	ip?		

- Α. They can make a round trip in less than 13, 14 days.
- Q. Two weeks rather might be a fair average?
- Α. If he has any delays there in Montreal and going through the canals about 13, 14 days round trip.
- Q. So in the season he might make 14, 15 round trips?
  - Approximately, yes.
- So in the season he would make perhaps 30, 35 transits in the Seaway?
  - A. Just about 30.
- Q. About 30. Now, Pilot, you filed as Exhibit 808 certain correspondence between your Corporation and the Department relating to complaints of vessels carrying unregistered pilots.
- Well, that is what we said, the unlicensed pilot, but the company tells us they are going on board and helping the master, or extra mate -that is what -- I don't know.
- Q. It is hard to get a case against the man because you can't prove he is doing the pilotage.
- A. No, but it is -- we see that only in St. Lambert, that they are going on and off at St. Lambert.

3

4 5

7

6

8

10

11 12

13

14

15 16

17

18

1920

21

22

23

24

25

26

2728

•

29

30

English

- Q. In any event I notice in the exhibit that there is no correspondence for the years 1961 and 1962 and in 1963 the complaints are solely against the American vessels.
- A. There because with the Canadian vessels we have never -- they say there is no use to send telegrams anymore.
  - Q. I didn't quite understand the answer.
- A. 1961, 1962, 1963 we didn't send any telegrams because we figured that it was no use. They were always telling us they are going on board as 2nd mate or extra master.
- Q. They were going on board as part of the crew?
  - A. That is what they say. We don't know.
- Q. You dealt in your recommendations with the question of linesmen. In your experience on lake boats have you ever known of your own personal knowledge of an accident involving the use of a landing boom?

  Have you ever been on a ship where there was an accident?
  - A. No.
- Q. Do you know anything about the cost of providing linesmen at all the locks in the Seaway?
  - A. No, we don't make any figures.
  - Q. Didyyou ever inquire?
  - A. No.
- Q. Coming to your recommendation dealing
  with wheelsmen, would you be prepared to alter your
  recommendation for wheelsmen only to be carried on vessels

2

3

English

not having an English-speaking crew?

- A. No, I think only on a foreign ship over 3,000 tons.
  - So language isn't really the problem?
- A. No, lots of time they don't want to put the wheel the way we tell them.
- Q. Now, you made a statement that upper lake vessels don't share the channels properly with you.
  - Α. That is right.
- Q. Have you any specific point in mind, or vessel in mind, or is this just a general complaint?
- A . Well, that is a general complaint because since they are those range lights, the ships are heading on, they are lining up and they don't move. We have to go around them.

THE CHAIRMAN: What about lake ships meeting, what do they do?

THE WITNESS: When we meet a ship we go around.

THE CHAIRMAN: Two lake ships, I suppose they meet amongst themselves?

THE WITNESS: Yes, well then the light ship usually will take one part of the River and the other one the other, but I don't know if they have anything against the foreign ships, but that is what they do. They take the centre of the channel and they don't move.

MR. MASON: Q. Have you ever laid a complaint against any of them?

5

4

6 7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

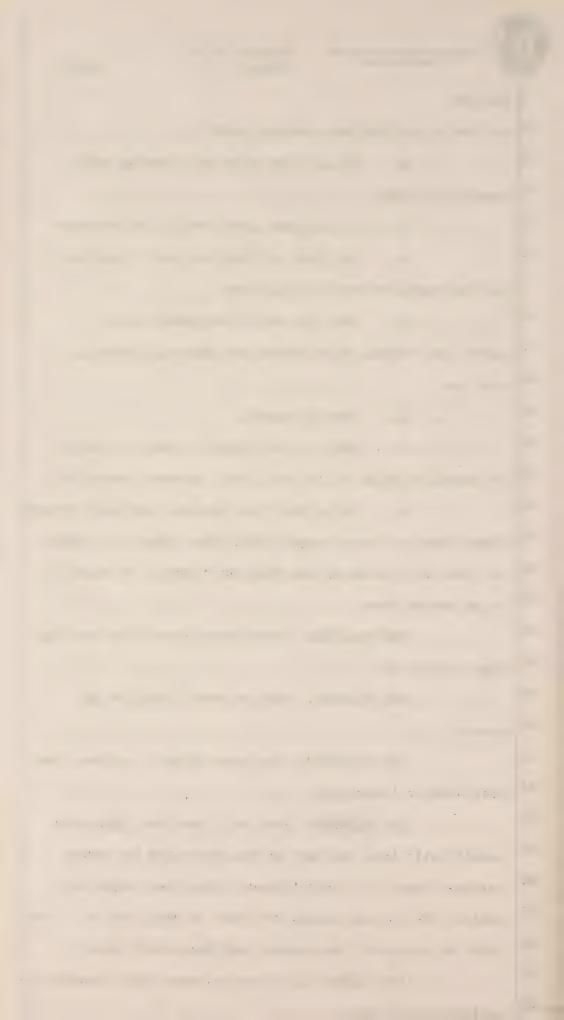
25

26

27

28

29



2

3

4

5 6

7

8

9

10

11

12 13

14

15

16

17

18

vessel?

19

20

21

22

23

24

25

26

27

28

29

30

A. I never did.

ANGUS, STONEHOUSE & CO. LTD. TORONTO, ONTARIO

Q. Do you know of any complaint ever being made against them ?

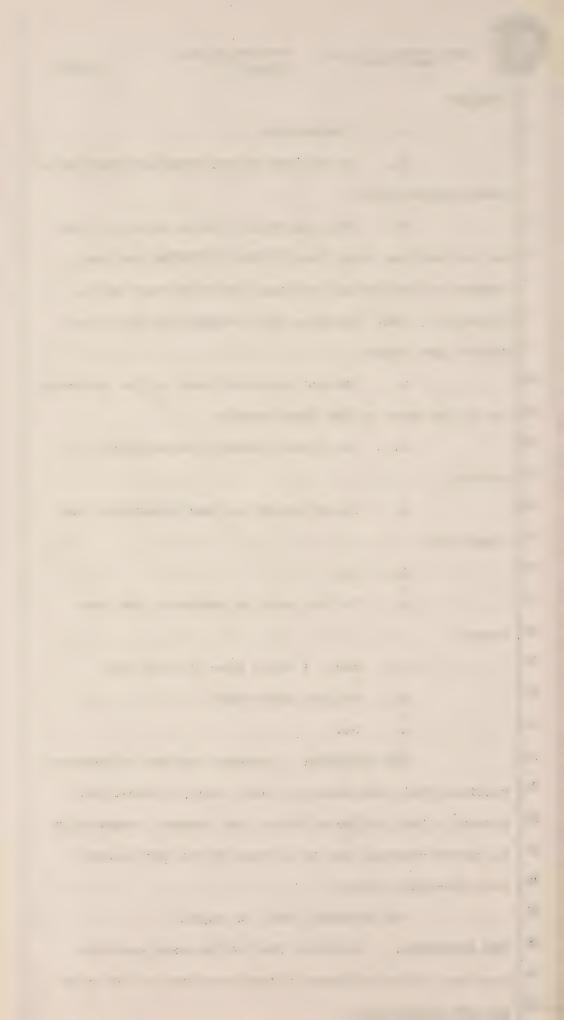
A. Yes, one pilot told me about it. It was an American ship, the AFRICAN LIGHTNING and the captain of that ship, that was the first time and he noticed it, that the ship, the foreign ship had to go around lake ships.

- Q. Was any complaint made to the Authority or to the owner of the lake vessels?
- A. No, I don't know if he made any. I didn't.
- Q. In any event you have never made any complaint?
  - No. Α.
  - Q. . To the owner or master of the lake
    - A. Well, I don't know if they did.
    - Q. But you never did?
    - A. No.

THE CHAIRMAN: I gather from the information received that lake ships are very easy to handle and generally keep to the middle of the channel, especially in narrow channels and it is only at the last moment they take their side?

THE WITNESS: That is right.

THE CHAIRMAN:. Wouldn't that be the same practice they are following there in your practice, in the case you are reporting?



2

3

4

5

6

7

8

9

10

11

English

ANGUS, STONEHOUSE & CO. LTD.

TORONTO, ONTARIO

THE WITNESS: They do that, especially in a very narrow channel like in the canals. That is what we do in the canal. We move at the last minute.

THE CHAIRMAN: Wouldn't that be the same thing with meeting ocean-going ships and that would scare you?

THE WITNESS: That is pretty hard to say because when two ships are going full speed, that is quite a bit different.

MR. MASON: Q. In paragraph 657 dealing with recommendation four you say at the bottom of page 236, if I may read a few sentences:

> "The St. Lawrence Seaway is too import-"ant to risk an increased possibility of "accident. This doesn't place in doubt the "competence of the mates and the masters of "lake ships, however in waters as restricted "as those of the Seaway ships must be "directed by men having at once a daily "knowledge of the local maritime situation "and also a perfect knowledge of the manoeuvres "they can expect when they encounter other "ships. This mutual knowledge can only be "acquired among a group of pilots who "constantly navigate in these specific "waters and who have an understanding of "each other." Taking the chief dealing with ships must be directed by men having at once a daily knowledge of the local maritime

23

24

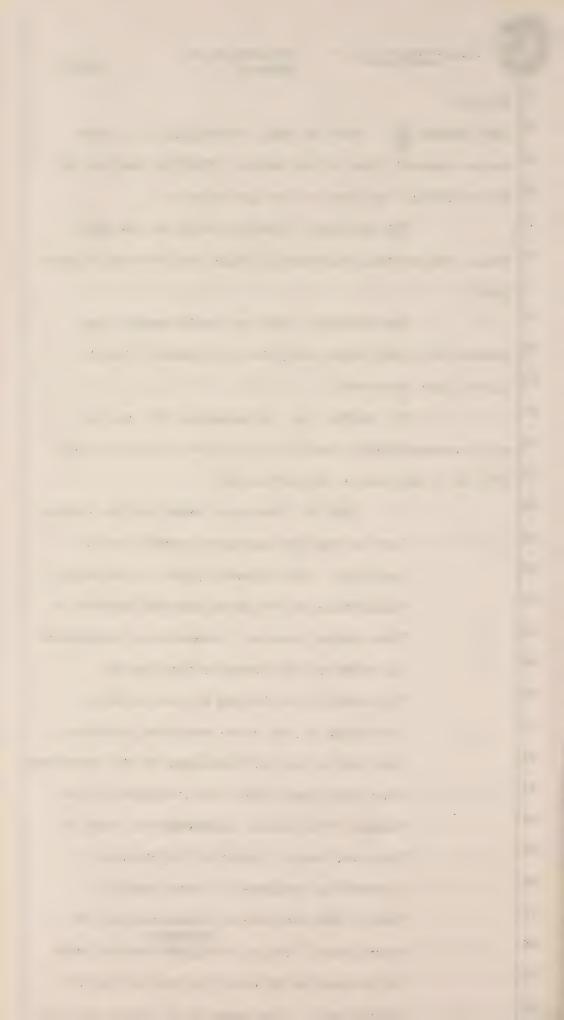
25

26

27

28

29



2

3

4

5

6

7

8

9

10

12

13

14

15

16

17

18

19

20

21

22

25

English

situation, why do you say that, that someone navigating a ship in the area must have a daily knowledge?

- A. Sure, I think a pilot goes in the River two, three or four times a week and he will have more knowledge than a fellow who goes through the River twice in 15 days.
  - Q. More knowledge as to what?
  - A. As to the River and aids to navigation.
  - Q. To the River and to aids to navigation.
- 11 Is the River going to change?
  - A. Well, the River -- some of the aids of navigation will change.
  - Q. Some of the aids to navigation might change. If there is a change in the aids to navigation isn't that broadcast in local Notices to Mariners or local notices to ships?
  - A. When you receive that Notice to

    Mariners is about 15 days at has been changed when

    you received it.
    - Q. I asked, said received by broadcast?
    - A. Sometimes, yes.
- Q. If it is important it is broadcast,
- 24 is it not?
- A. They should be broadcast.
- Q. Is it the case it is generally broadcast?
- A. Sometimes. It should be the case.
- 28 At Beauharnois -- it is not broadcast off Montreal or
- 29 Cornwall or Kingston -- it is only the local, like
- 30 Beauharnois, like Eisenhower.

- Q. Doesn't it go out in general broadcasts following the weather?
  - A. Well, they don't send the weather.
- Q. What other reasons do you feel that they should have daily knowledge of the local maritime situation? You mentioned the River and aids to navigation?
- A. Well, in the River I figure a fellow goes in the River every day or every two days have more knowledge of the River than a fellow who gets there every 15 days.
- Q. If he has been navigating the River for five, ten, fifteen, twenty or maybe more years you think he has good knowledge of the River?
- A. I don't think he has good knowledge of the River.
  - Q. You don't think he does?
- A. If he makes only a few trips, he don't.

  Furthermore, you take a lake ship, the captain can't

  do the pilotage for the ship all the way down from

  Cap Vincent to Montreal. That is impossible.
- Q. A lake vessel is a pretty expensive thing. Do you know how much it costs to build an upper lake vessel, 750 feet long?

A. Well I know that they have subsized from the Government for the person to build it. I don't know who is paying it.

Q Do you not feel that a company is not going to risk a vessel of this type if it does not have qualified people to take the vessel down the River?

A. Sure. Like I say they have qualified people but they have trained some pilots and bring them on board.

Q. As mates?

A. No, not as mates. Well they are registered as mates. They can be signed on four or five ships and they can go from one ship to the other.

Q. Do you object to this?

A. Sure.

Q. Why?

A. I think a mate there not belonging to the ship, and he is on the other ship, I don't think he should be on the articles of the next ship. If you are not on board I guess you do not belong to the ship.

Q. Dealing with recommendation number five, you mentioned the vessel the CARL SCHMEDIMAN?

A. Yes.

Q. And was it on charter to the Hull Corporation?

A. Yes, it was on charter for the Hull Corporation.

Q. What would be the approximate tonnage

of this vessel?

4 5

2

3

R/RPS 1

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29



1

2

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29

30

A. She would be around, well over 6,000 net tonnage anyway.

- Q. Over 6,000?
- Α. Sure.
- Recommendation number five concerns Q. the first voyage of a ship. You feel, I gather, that all vessels that are exempt with low tonnage, they should carry a pilot for the first few voyages?
- A. Yes because you have like that little ship there AIGLE D'OCEAN coming up here and the first trip she came up here she had no knowledge of the River or anything. They were all over the place.
- Q. And approximately what tonnage vessel would she be?
- I don't think she would be over 300 A. tons net.
- Q. So the SCHMEDIMAN was not an example of the class of vessel you are talking about?
  - A. No.
- Q. Coming to recommendation number nine, dealing with the co-operation with the Seaway, do you think it would improve the situation if all dispatching were done by the Seaway Authority?
- A. What do you mean done by the Seaway Authority?
- Well the Seaway Authority presumably Q. . has the best knowledge of the traffic in the Seaway. Do you feel that if the Seaway Authority handled the dispatching of vessels that it would improve the situation

3

4

5

	E	ng	1	i	S	9
--	---	----	---	---	---	---

that you complain of?

- I don't think so.
- What sort of co-operation are you asking for?
- A. Well the co-operation from the Seaway, about the ship going like from one lock to the other. That is the kind of co-operation that we like to have, like we are having in the States for the Snell Lock for example.
- Q. When you talk about co-operation, you mean perhaps better traffic control?
  - A. Sure.
- Q. Downriver and Cote Ste. Catherines and St. Lambert and Beauharnois?
  - Sure.

COMMISSIONER SMITH: Could I ask you a question? With regard to the pilotage through the Seaway what would your opinion be to the Seaway having charge of pilotage the same as they have in other canals in the world?

THE WITNESS: I don't think so Mr.

Commissioner.

COMMISSIONER SMITH: Do you think that that would be in the best interests of navigation or safety or any other aspects of pilotage?

THE WITNESS: I don't think so.

COMMISSIONER SMITH: Thank you.

THE CHAIRMAN: Why don't you think so?

THE WITNESS: Because I think that it is only

6

7 8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29

the state of the s

Perusse, cr.ex. (Mason)

English

a matter of dispatching now. If we had more co-operation from the agent when the ship will be leaving the berth to go to the Seaway, well that will be much better. At the present time they will order the ship there in many cases before five o'clock because they are finishing five o'clock. They don't care if the pilot is sitting at St. Lambert for three, four, five hours.

THE CHAIRMAN: I understand that at the present time the Seaway is not concerned whatsoever with regard to pilots or the pilotage in their system. They don't care whether any ship has any pilot aboard?

THE WITNESS: No.

THE CHAIRMAN: So of course with this philosophy in mind, they do not care but when we are thinking about other channels like Panama, we have heard about, there it is altogether different isn't it?

THE WITNESS: Yes.

THE CHAIRMAN: There the pilotage is absolutely necessary for any ship crossing the channel.

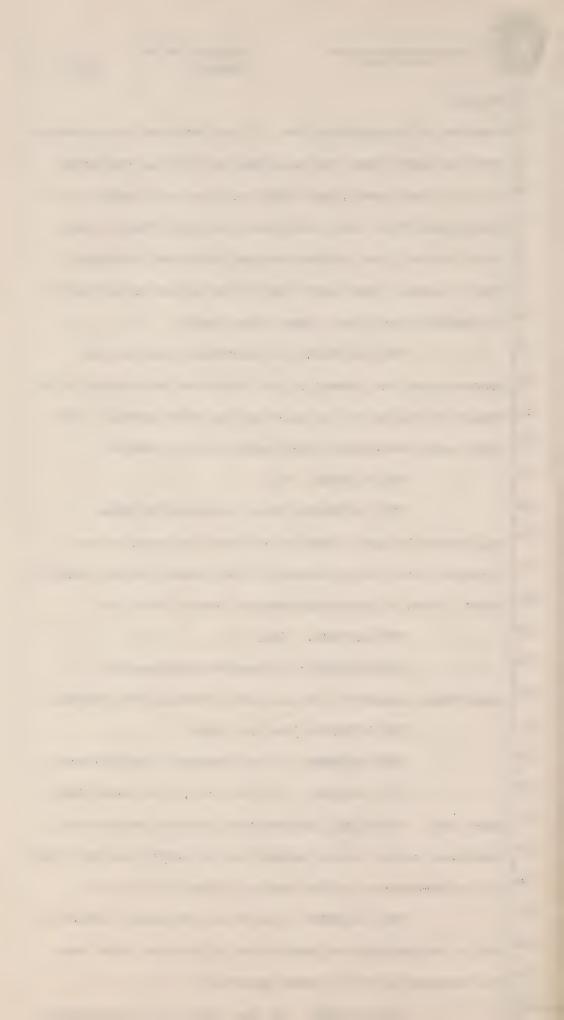
THE WITNESS: That is right.

THE CHAIRMAN: So of course it is different.

MR. LALONDE: My lord, it is the same thing with Suez. There will be evidence in that respect but there are several other canals in the world like Kiel and all of them where pilots are not going up the canal.

THE CHAIRMAN: And it is the canal authority who is responsible to provide the pilots and also take the responsibility of ships generally.

MR. LALONDE: At Suez, but not at someother



9

7

12

13 14

15

16

17

18

19

20 21

22

23

24

25 26

27 28

29

30

canals like Kiel.

While I am on my feet, the point raised my lord about special pilots, contract pilots, the C.S.L. pilots there is mention in Section 24 of the General By-Laws of the General Pilotage By-Laws of Cornwall.

- Q. Pilot you mentioned in reply to his lordship that the agent, if the agent were more careful in giving you the times of arrival or the requirements for the pilot, that it would help but do you not feel it is the Seaway who knows better than the agent when you are going to be required?
- A. No, because the Seaway don't know when the boat, when the ship will be finished there loading or discharging in the Harbour. The Seaway won't know that.
- Q. But the Seaway will know when that vessel is going to be ready to proceed?
- A. Yes, when the ship is ready to proceed into the Seaway, well if the lock is ready it won't take him an hour so they will have to wait at St. Lambert for a pilot.
- In any event, when you talk about co-operation you are talking more along the lines of improved traffic control?
  - Sure. A.
  - In the lower section? Q.
  - Sure. Α.
- And you feel then if the traffic were Q. controlled locally in those areas ---

2

4

5

6

7

8

10

11

12

13 14

15

16

17

18

19

20

21

2223

24

25

2627

28

29

30

A. It would be much better.

Q. Much better than the overall system they have now?

A. Sure.

THE CHAIRMAN: Because this traffic control will not only apply with ships where there are pilots aboard, but with all ships. Straight traffic control.

THE WITNESS: Sure, like my lord said, if all the ships were taking pilots we are agreed to the Seaway will be dispatchers. We are quite agreed on that.

Mr. Mason. He introduced the topic that intrigued me, how much does a 730-foot laker cost? I didn't hear the answer.

MR. MASON: Perhaps we can adduce some evidence on that at a later date my lord. About \$7 million approximately.

THE CHAIRMAN: Shall we adjourn a few minutes before you start Mr. Brisset?

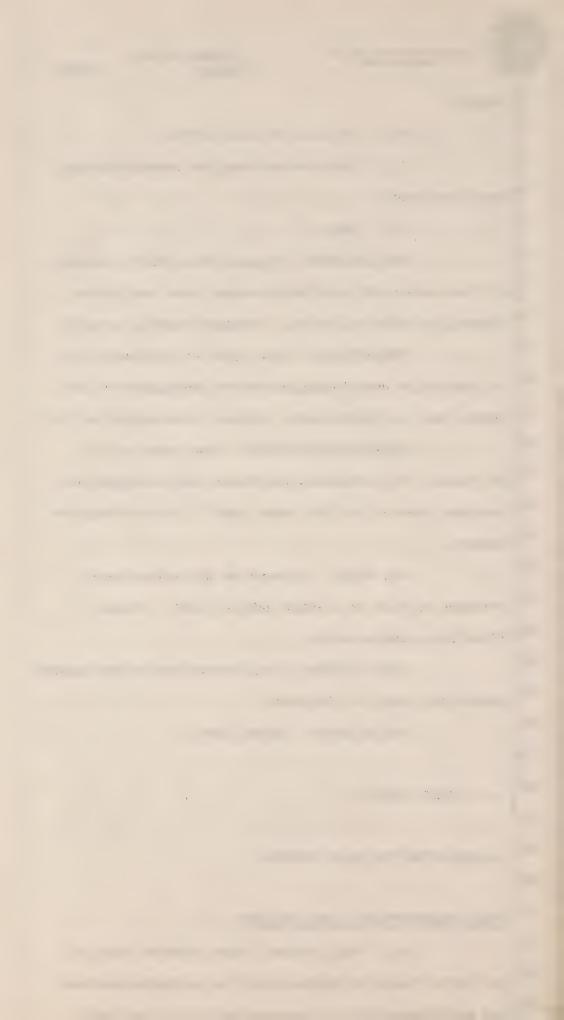
MR. BRISSET: Yes my lord.

---A SHORT RECESS.

---FOLLOWING THE SHORT RECESS:

CROSS-EXAMINATION BY MR. BRISSET:

Q. Mr. Perusse I have noticed that you are quite fluent in English and I am wondering whether you would agree if I cross-examined you in English?



English

- A. That is quite all right with me.
- Q. Commissioner Smith has raised a very interesting question which I would like to pursue a little further; namely, that in your District the St. Lawrence Seaway Authority might become the Pilotage Authority instead of as at present, the Department of Transport. You have told us, as your first reaction, that you would not be in favour of such an arrangement. Is that correct?
  - A. That is correct.
- Q. Could it be that one of the reasons for your answer is that you and the pilots in your District might be afraid of losing their status as independent contractors as they are at present, to become employees of the Seaway Authority? Would that be one of the reasons?
- A. Well could be directed by the Seaway but I figure we could be a different group, affiliated like with the Seaway. They could control us during the navigation time.
- Q. In other words, if you were to keep your status as independent contractors and not become direct employees of the Seaway Authority your main objection would fall?
  - A. Right.
- Q. You appreciate, of course, that the Seaway Authority do control traffic within your District, within the Seaway in the sense that they control the speed of your ship, the time the ship is in the lock, the

1 En

English

places where the ship will anchor, and so forth?

A. Right.

Q. You would agree then that if they do control the ship, there is some merit in their controlling the pilots that do move the ships along the Seaway route?

MR. LALONDE: My lord, I think my friend is giving, I may be wrong, but I think he is giving wrong evidence on this point in the sense that in the open water, what would be called the open waters of the District, outside the canals themselves, I think we have evidence before this Commission that it is not the Seaway that controls the movement of ships, what they do or whether they anchor here or there. I stand to be corrected.

- Q. Let's pursue this question. Let us suppose that you have to anchor in any part of your District. Will you not inform the dispatcher at the lock ahead, for instance?
- A. Yes, we will inform him just so when our turn comes, so he can call us to go at the mooring wall, but they have no jurisdiction like on Lake St. Louis or Lake St. Francis. Outside of the canal they have no jurisdiction.
- Q. Let us take the case of the Snell Lock, for instance. Let us suppose that the Snell Lock is not ready to receive yourship, as there is congestion, haven't you told us that the dispatcher at Snell Lock will tell you either to reduce your speed in order to

English

lose time, or to go to anchor, if necessary?

A. Sure. He tells us that, because there will be no place at the mooring wall. That is why we have to do something. He tells us that if we want to slow down or go at anchor, but he don't tell us you slow down. They put us at anchor there, if it is a breakdown or anything like that, congestion in the traffic.

Q. Further, would you not think that if the Seaway Authority had even a greater control than they might have today on the movement of ships even outside the canals themselves, but also in the open waters, it would improve the efficacy of the system and improve the movement of vessels through the system?

A. I don't think so.

Q. You don't think so. Now let us suppose that you have to anchor somewhere, for one reason or another, and to give an illustration because there is congestion at one of the locks. Will you not contact the dispatcher before raising your anchor to proceed, in practice?

That is right, because the dispatcher A . will like to know when we enter the canal. Say for example at south shore canal going down or Beauharnois Canal coming down well there his jurisdiction comes on, and he will have to know what traffic is coming down in his canal.

Q. Is it not a fact also Pilot that the dispatcher will at times tell you in what order you should

3 4

5 6

7

8

9

10 11

12

13

14

15

D2 16

17 18

19

20

21

22

23

24

25

26

27

28

29

en de la companya de

Substitution of the state of th

ANGUS, STONEHOUSE & CO. LTD.

come to the lock? In other words, you will have no right to try and overtake a ship that may be ahead of you and expect to lock ahead of you?

A. If we are outside where they establish the turn, like at Lake St. Francis coming down, at calling point five, buoy 24F, just before entering the canal, we can overtake a shipand just before that but when we enter the canal, we cannot overtake a ship.

Before entering the canal we are allowed to overtake a ship because they established the turn only at buoy 24F.

THE CHAIRMAN: The first one who calls is first one on the list?

THE WITNESS: That is right, at that point.

THE CHAIRMAN: At the report point?

THE WITNESS: I guess it is stated in the Master's Handbook.

- Q. Now Pilot has it ever happened to you to try and race another ship to get ahead of her in order to lock first when proceeding through your District?
  - A. Sure it has happened.
  - Q. It has happened?
- A. Sure, when there is no speed limit or anything like that, sure.
- Q. Would you not think that under certain circumstances this practice might be dangerous?
- A. Not if it is another foreign ship ahead of us and the two pilots know how to meet, and the other fellow will check down to let us go by, if he knows that we are faster than he is.

en de la companya de

Q. In 1959 while you were piloting in your District did you hear of a collision between the TAXIARHIS and the CARL JULIUS in which the ESKIMO was also indirectly involved?

- A. Sure and I guess that was one of the Hull boats involved into that.
- Q. Are you aware that one of those ships was trying to race the other and get ahead of her into the lock?
  - A. Well that I couldn't tell you,
- Q. Assuming that a vessel, and I am not addressing myself to you directly, assuming that a vessel would infringe one of the regulations of the Seaway Authority, you are aware aren't you Pilot, that the sanction can be imposed by the Seaway Authority but only against the vessel?
  - A. Yes.
  - Q. And not against the pilot?
- A. No, but say for example that you bring, like coming from or going up from Ste. Catherines, St.

  Lambert, you have a ship of seven knots and you are supposed to do seven miles over the bottom and if you have the wind behind you, you never could be able to keep your ship, if your ship is a light ship.
- Q. I am not speaking of an infraction that can be excused, but imagine an infraction for which there would be really no excuse. The question I was asking you is whether you were aware that in cases of this kind the Seaway Authority will impose the sanction

and the second s

2

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29

30

Eng]	lish
------	------

against the ship alone?

ANGUS, STONEHOUSE & CO. LTD.

TORONTO, ONTARIO

- Α. Right.
- Q. Not against the pilot?
- A . No.
- You are not aware of any sanction having been imposed by the Seaway Authority directly against the pilot?
- Α. No, but I think the Pilotage Authority can do it.
- Q. Do you think it would be better if it were done directly, because I assume that you would not want, as a pilot or Corporation to protect a pilot who has committed a clear breach of the regulations, would you not think it should be imposed directly by the Seaway Authority?
  - A. No.
- You prefer to see it go through the Q. Pilotage Authority?
  - A. The Pilotage Authority.
- Q. Is it because as experience has shown it takes quite a long time and sometimes you get no where?
  - A. I don't think so.
- MR. LALONDE: Could we have evidence as to how long to takes for a ship to be fined by the Seaway Authority?

MR. BRISSET: I can assure my learned friend it doesn't take long. The amount of the fine has to be deposited before the ship goes out of the system.

ANGUS, STONEHOUSE & CO. LTD. TORONTO, ONTARIO

English

- Q. You have told us that you were admitted as a pilot in your District on the 15th of November 1956?
  - A. Right.
- Q. And that prior to that date you had been working on lake ships as mate and pilot?
  - A. That is right.
  - Q. Or mate-pilot?
  - A. Mate and pilot.
- Q. You told us that lake ships who used pilots while navigating or transitting the St.

  Lawrence and there was one point that was not clear to me in your evidence when you stated that coming out of the Seaway or coming out of the Lachine Canal they would use a Harbour pilot.
- A. Sure. Well at the lower end, at the east end of Lachine Canal they were using Harbour pilots because they were coming within the Harbour limits.
- Q. But my understanding was that the Harbour pilots were only constituted into a piloting body in 1957. I couldn't see how they could have been used prior thereto.
- A. No, I mean the River pilot, but we were coming, you know, just within the Harbour limits but they were River pilots who were taking us to the elevators.
- Q. Now before you became a pilot you underwent an apprenticeship period of some four and a half months?
  - A. Right.

production of the state of the

and the second second second

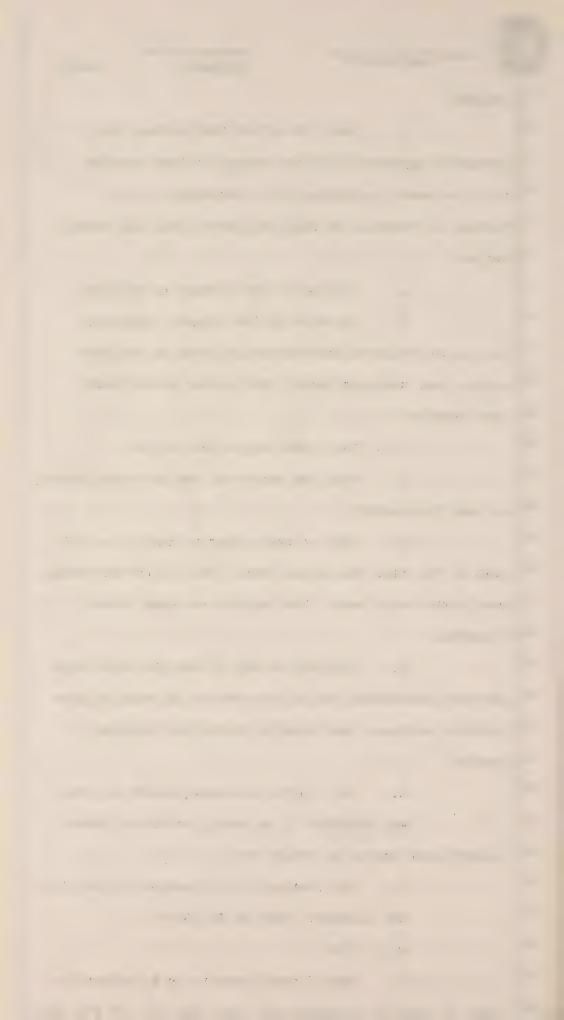
A STATE OF THE STA

- Q. Isn't it a fact that during that period of apprenticeship you served on lake vessels with the master acting as your instructor in the Harbour of Montreal to show you how to dock and undock ships?
  - A. No, not in the Harbour of Montreal.
- Q. You were in the Kingston District, but in the Kingston District while going up and down during your training period did you not go on board lake vessels?
  - A. Yes I was aboard lake ships.
- Q. With the master of the lake ship acting as your instructor?
- A. Well he was acting as instructor but most of the time the captain-when I was up on the bridge, mostly the chief mate. The captain was down below sleeping.
- Q. You mean to say it was the chief mate who was instructing you in your art of piloting in your District on these lake vessels during the training period?
- A. No. On the training period you mean?

  MR. LALONDE: I am sorry, would my friend

  clarify what period he refers to?
  - Q. The four and a half months of training.

    MR. LALONDE: That is in 1956?
  - Q. 1956.
- A. When I came there to be an apprentice pilot, we used to go aboard the lake ship and not the lake



English

ANGUS, STONEHOUSE & CO. LTD.

ship, then the foreign ships when we worked apprenticeship there from 1956, July, to the 15th of November 1956.

- Q. You told us that you obtained, after completing your period of training in 1956, a temporary licence up to the 31st of December 1957. Will you explain to us what this temporary licence meant?
- A. When we became, I became a pilot, they give us a temporary licence like they do in the District for one year and after that if they see fit for us to be a pilot, they give us our licence after that.
- Q. What were you permitted to do under your temporary licence?
  - A. Well just like a regular pilot.
- Q. There were no restrictions of course in those days as to tonnage of ships?
  - A. No.
- Q. It was just a period during which you were more or less tested?
  - A. That is right.
- Q. Now Pilot I want to change subject and speak of the Corporation in your District. I take it that you became interested in the Corporation organization more or less from the start?
  - A. Yes.
- Q. And the Corporation in your District was the first one to be formed of the five Corporations that now exist in the five Pilotage Districts?
  - A. That is right.
  - Q. On the River. In 1958 you were an

(X	R T
	11

2

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29

30

_			
Fi	ng:	14	gh.
	400		MIT

administrator?

- Α. That is right.
- Q. . Of your Corporation?
- A. Right.
- Q. You were also an administrator and therefore elected in 1959 during the turbulent year of the Seaway opening, Pilot?
  - A . Yes.
- You were again re-elected as an administrator in 1962?
  - A. Right.
- 0. And this year you are, of course, the President of your Corporation?
  - Right.
- Who are the other administrators in 1963 who have been elected?
- In 1963 there is the Vice-President, Raymond Charland and the administrators Leopold Bernier, Germain Rousseau and Constant Toupin.
- During those six, or during the four years that have passed since the Federation of St. Lawrence River Pilots has been in existence, have you ever been an administrator of the Federation?
- Well I was a delegate but that is the first year, in 1963 that I am an administrator of the Federation.
- This is your first term of office Q. as an administrator of the Federation?
  - Right. Α.

Perusse, cr.ex. (Brisset)

10686

## /RPS 1 English

2

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

30

Q. I understand that you were elected this year as President and took over from Mr. Jean-Guy Chartier?

A. Yes.

Q. Mr. Jean-Guy Chartier was an administrator,
I understand in 1957, the first year the Corporation was
formed?

A. Right.

Q. He was President, I take it, of your Corporation in 1958, 1959, 1960, 1961 and 1962, for five years?

A. Right.

Q. At the same time during those five years he was also Vice-President of the Federation of St. Lawrence River Pilots?

A. Right.

MR. LALONDE: I would like my confrere to
look at the exhibits already produced as to the Federation.

He was Vice-President of the Federation during the last

five years.

MR. BRISSET: Q. Of course, the Federation wasn't formed until 1959?

A. That is right.

Q. He was Vice-President in 1959, 1960,

1961 and 1962?

A. Right.

Q. That is right. Does he hold any office with the Federation this year?

A. Well, I think he is a member delegate.



Q. I take it, Pilot, that the fact that Mr. Jean-Guy Chartier is no longer President this year gives us the pleasure of having you as a witness instead of Mr. Chartier over the events that occurred during his term of office.

- A. Well, I think what occurred there with Jean-Guy Chartier, I think he had the full power of every pilot behind him to do so.
- Q. During his term of office, 1957 to 1962, and particularly during the years 1957, 1959, am I justified to say that the pilots in your District were more or less in constant revolt against the Pilotage Authority?
- A. Yes, because the Pilotage Authority didn't give us any security. I figure if they would have done like they did with the other Districts, gave us what we wanted right away you wouldn't have any trouble.
- Q. In view of your past experience would you agree that perhaps that might be another reason to change the Pilotage Authority in your District and see what you could get and how you could fair with the St. Lawrence Seaway Authority?
- A. I don't know, because Inthink the Seaway Authority, they will be about the same people, we will have the same trouble that we have with the Bilotage Authority.
- Q. In other words you feel that whoever is going to be the Authority there will always be revolts?

4 5



2

3

4 5

6

7

8

9 10

11

12

13 14

15

16

17

18

19

20

21

22

23 24

25

26

27

28

29

30

Α.	I	think	80
----	---	-------	----

- Q., Unless, of course, the pilots as I think is suggested in the brief of the Federation become themselves the Pilotage Authority in your District?
  - A. Sir, I think that would be much better.

MR. LALONDE: My friend hasn't read or has misunderstood the submission. Mr. Jean-Guy Chartier is Captain not Mister and the Federation was established November 1st, 1959.

MR. BRISSET: Q. The pilots who become members of your Corporation have to, I assume, sign a document of adherence or adhesion and a Power of Attorney?

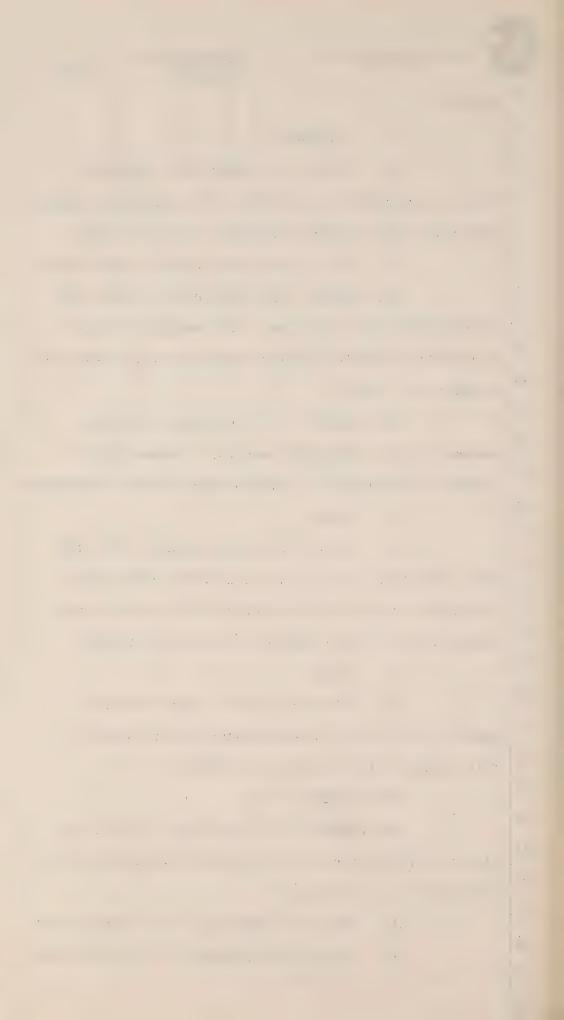
> Α. Right.

- Will you be good enough to file with this Commission a list of the pilots who joined your Corporation since it was formed with the date of their adhesion and of their signing the Power of Attorney?
  - A. Okay.
- Will you annex to this document a Q. . sample of the form of adhesion and Power of Attorney. This document will be filed as Exhibit -- ?

THE CHAIRMAN: 815.

MR. BRISSET: Q. 815, being a list of the pilots in your District who joined the Corporation with the date of such joining.

- From the beginning of the Corporation? Α.
- Since the beginning of the Corporation. Q



Perusse, cr.ex. (Brisset)

10689

1	English
---	---------

2

3

4

5

6

---EXHIBIT NO. 815:

A list of the pilots who joined the Corporation since its forming with the date of their adhesion and of their signing of the Power of Attorney, annexed thereto is a sample of the form of adhesion and Power of Attorney.

7

8

9

10

Q. Since the beginning of the Corporation.

In I right in assuming that the Powers of Attorney signed
by all these pilots were filed with the Department of

11

Transport?

A. Yes.

1213

14

15

Q. And that in this manner the pilotage dues earned by the pilots after being first paid to the Department of Transport are then paid back to the Corporation itself?

16

A. That is right.

17 18

Q. That is right. Without any deduction for pension fund or anything else?

1920

A. No, because we have no pension fund in Cornwall District.

21

22

Q. The remittances are made by the Department every two weeks?

2324

A. Yes.

25

Q. And these funds paid to the Corporation go into what is called a pool fund?

27

26

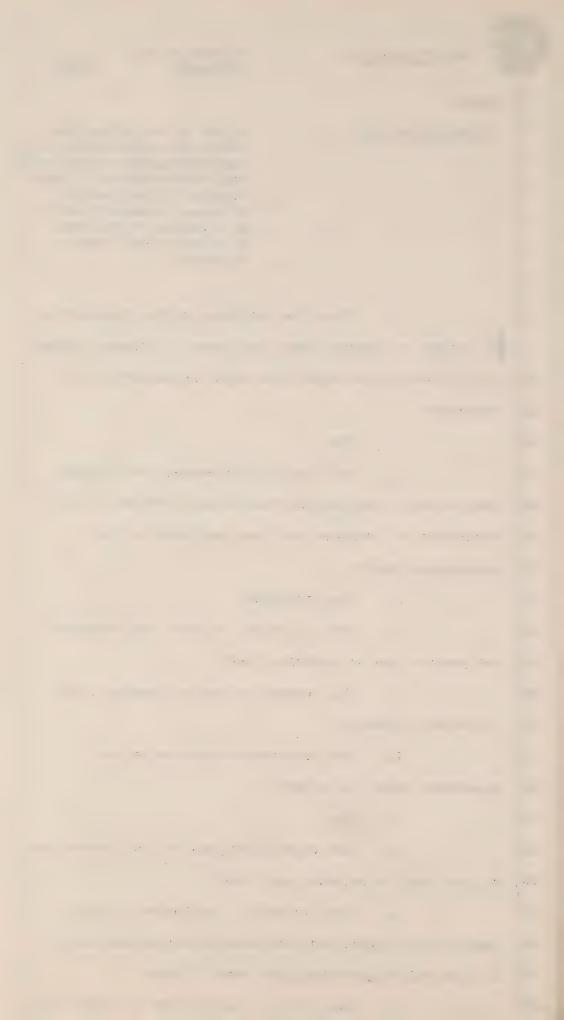
A. That is right. We divide it, like, among the pilots who had been working during that amount

28

of time and we give them \$500 every 15 days.

29 30

Q. Now, Pilot, I would like to read to you



an extract from a letter or memorandum addressed to the Minister of Transport dated the 12th of February, 1958 which is part of Exhibit 809. I quote from page 4, paragraph 15:

"The Corporation believes that the
"time has now come for an official recognition
"by the Department of Transport in the follow"ing form:

Perusse, cr.ex.

(Brisset)

"a) that no person be dispatched by

"the Superintendent of Pilotage to

"pilot a ship in the District unless

"he is both a licensed pilot and a

"member of the Corporation of the

"St. Lawrence, Kingston-Ottawa Pilots.

"b) that all monies earned by the

"pilots be collected by the Pilotage

"Authority as at present and be handed

"over to the Corporation without the

"requirement of a Power of Attorney

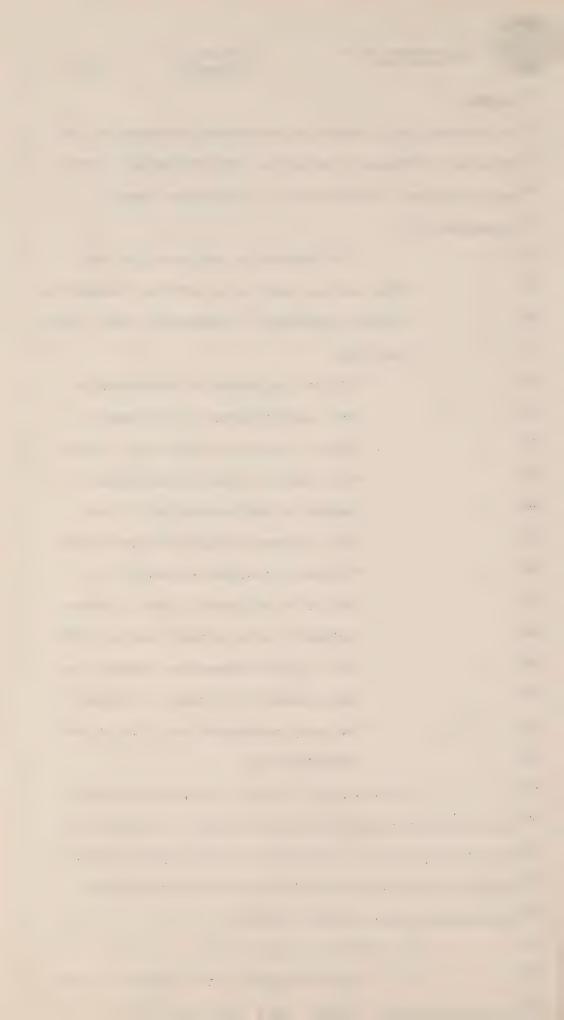
"or other authorization by the pilots

"individually".

Are you aware, Pilot, of the negotiations that might have been carried on between the Corporation and the Department of Transport on this topic and the recognition of the Corporation as a sole body whose members can pilot in your District?

- A. That is right.
- Q. Could you give us the history of these negotiations and, briefly, what came out of it?

4 5



English

A. Well, that was like, the special pilots from the other companies, not counting, I think two special pilots of the Canada Steamship Lines, their names appeare in the Canada Shipping Act, that they were contract pilots, but all the other ones came into the Corporation afterwards. That is why all the pilots, the earnings of the pilots had to come through the Corporation.

- Q. In other words you wanted to give to the Corporation a complete monopoly over pilotage in your District at the time?
  - A. Well, I have to recall on that, sir.
- Q. To put it another way, no pilot can get a licence in your District if he is not a member of the Corporation, isn't that the same thing?
  - A. Yes.
- Q. Why were you demanding that the requirements of the Power of Attorney be dispensed with?
- A. Well, I think the form, the pilots could share together the same part, I think the Power of Attorney -- it is the right thing to do, sign and hand it over to the Department of Transport.
- Q. What was the result of your discussion with the Department on this subject? Did the Department come to the conclusion that the Power of Attorney was necessary?
- A. Well, I guess they agreed because they shall do it.
  - Q. DTheytdidn't remove the requirement of

the Power of Attorney as a condition?

ANGUS, STONEHOUSE & CO. LTD.

TORONTO, ONTARIO

A. No, the Power of Attorney was signed there in 1956 when the Corporation was made, was formed.

Q. Let us assume today that a pilot were licensed in your District, do you consider that in view of your negotiations with the Department that you would still have to obtain, and I am speaking of the Corporation, the Corporation would still have to obtain a Power of Attorney from a pilot before it could be paid as pilotage earnings?

Sure, because automatic when he becomes Α. a pilot he will be a member of the Corporation.

Q. Piloto I would like you to keep before you Exhibit 742. I have here a copy. It is a list of the pilots on strength in the Cornwall Pilotage District as of February 14th, 1963. Looking over this list I find that five pilots were licensed in 1955?

> Α. Yes.

Q. That is correct. Four in 1956?

That is correct. Α.

Q. And six in 1957?

Right. A.

I find that there were no pilots Q. licensed since 1957. I would like you to explain to us what happened in respect of the pilots who I understood were affected to your District since 1957?

A. Who left -- we hadesome pilots, holders of pilot's licenses, but masters on a ship who became a pilot after that -- Paul Pelletier, July 17th, 1957 --

2 3

1

4

5 6

7

8

9 10

11

12

13

14

15

16

17

18

19

20

21

22

23

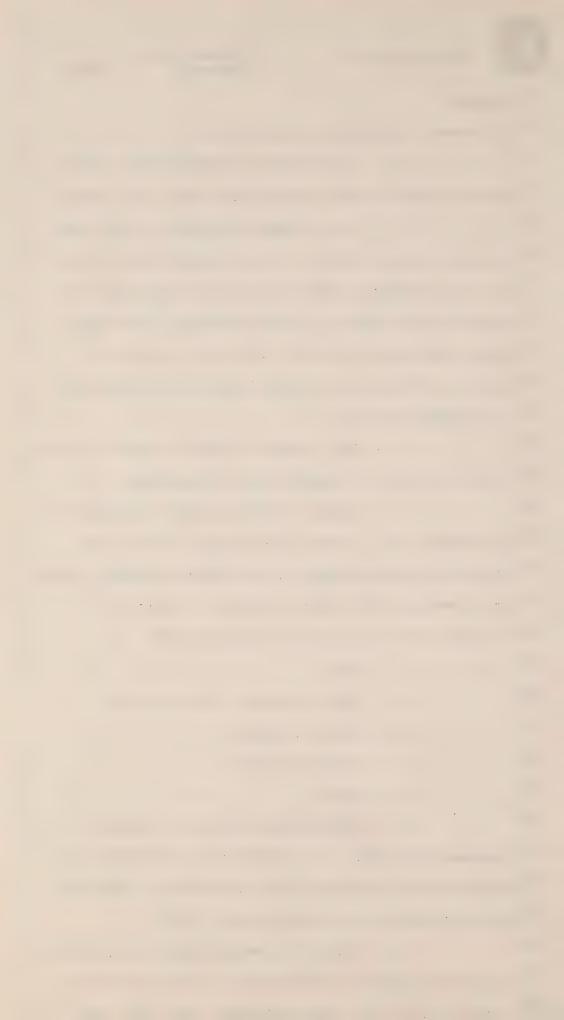
24

25

26

27 28

29



4 5

6

7 8

9 10

11

12 13

14

15

16

17

18

19 20

21

22

23

24

25 26

27

28

30

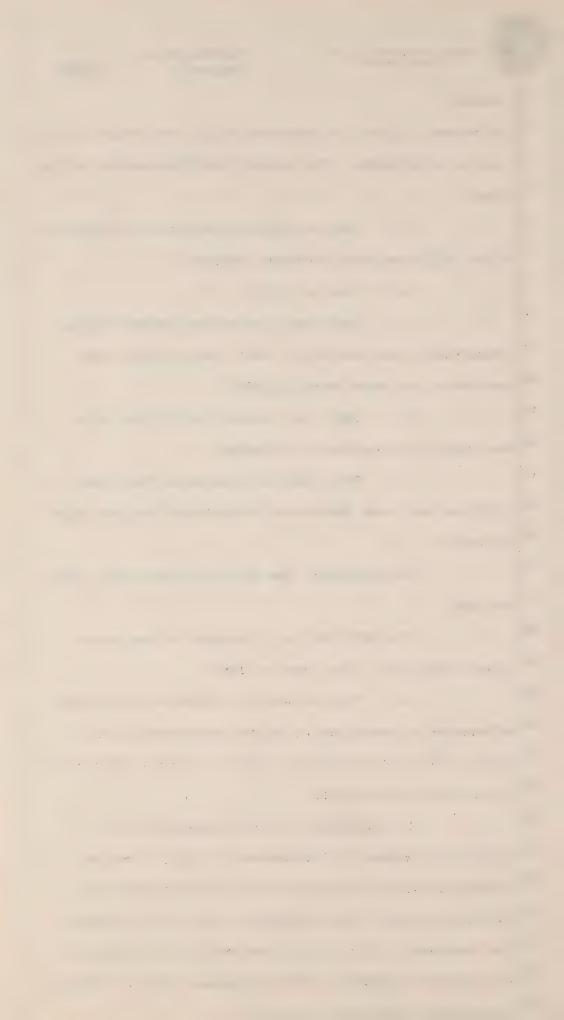
29

English

he became a pilot. We mentioned that. The other pilots came in afterwards. They weren't the first section of the River.

- All the pilots came into your District Q. . after 1957 came from the Upper District?
  - Α. That is right.
- Could you give me the number that were transferred each year until now? Let us start 1958, was there any transferred in 1958?
- Α. Well, no, because in 1958 the pilot was going from Montreal to Kingston.
- Q. There was no division at the time. In 1959 how many came down after the division from the Upper District?
- MR. LALONDE: The division didn't take place in 1959.
- MR. BRISSET: Q. I thought it had taken place during the latter part of 1959?
- A. Yes, we took the division in 1959 and afterwards we cancelled it and we started back again in the fall of the year or in 1960. I am not quite sure. I would have to be sure.

MR. LALONDE: We are talking about two things, the witness and ourselves, I think. Are you talking about the divisions of the District into two Districts, Cornwall and Kingston or are you discussing the Sections? After you had the Sections the pilots -were pilots allotted in 1957 to Cornwall only or Kingston or were they doing all the work?



TORONTO, ONTARIO

2

3 4

5

6

7

8 9

10

11 E2

> 12 13

14

15

16

17

18

19

20

21

22

23 24

25

26 27

28

29

30

THE WITNESS: I think that was, for example, Quebec to Montreal, that was the first place, Snell Lock we could change and go either way, but we cancelled that after and it was in 1960 that the division was made, the 17th November, 1960.

MR. LALONDE: In 1959 when you had these two Sections were pilots affected to only one Section exclusively, for instance were you piloting in Cornwall, from Montreal to Cornwall only?

THE WITNESS: No, I was from Montreal, Cornwall to Kingston.

and we come back from Montreal to Kingston again.

MR. LALONDE: Were you doing that only? THE WITNESS: Only, and after that we stopped

MR. LALONDE: My question is when you were taking the ship, you were taking it from Cornwall to Kingston. The next trip, could you take it from Cornwall

to Montreal when the Sections were divided?

THE WITNESS: I was on the Upper Section from Cornwall to Kingston.

MR. LALONDE: Exclusively?

THE WITNESS: Yes.

MR. BRISSET: Q. From another exhibit, the number of which I don't have at the moment, it is a table of statistics of the Department of Transport showing the earnings in your circumscription in 1959. I see the following notes: six pilots were added July 20th, 1959; five pilots added September 28th, 1959 and four pilots on November 25th, 1959. Am I right in understanding

2 3

4

6

5

7 8

9

10 11

12

13 14

15

16

17

18

19

20

21

22

23 24

25

26

27

28

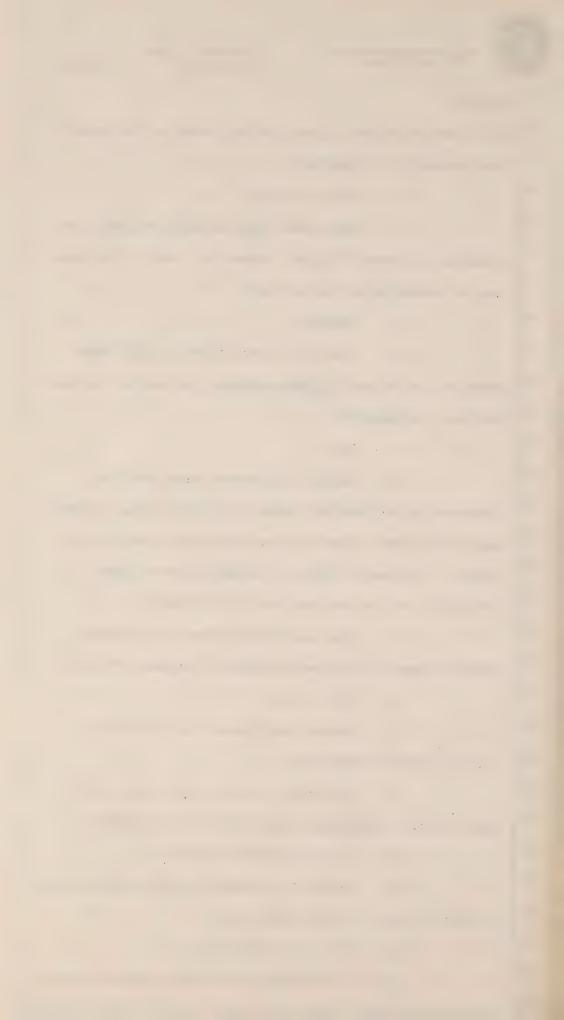
29

30

that these were new pilots for the whole of the transit

from Montreal to Kingston?

- Α. That is right.
- Q. Under what type of apprenticeship or training had these 15 pilots comes in? Was it the same type of training as you had had?
  - A. Correct.
- That is 15 new pilots in 1959 were added to the District anencompassing the borders between Montreal and Kingston?
  - Α. Yes.
- During 1960 after there were two Districts quite distinct formed, would you tell us how many pilots were affected, new pilots affected to your District, Cornwall District, between Montreal and Cornwall? Let us take the year 1960 first?
- Α. The ones coming from the Kingston District down to the Lower District, Cornwall District?
  - Q. If you wish.
- Gaston Carrignan, Paul Pelletier A . and Ange Albert Laganiere.
- They were in 1960, that came from the Upper Section that already had their pilotsslicence?
  - I say from 1960 to now.
- To now. How many in 1960 and how many Q. in 1961 or 1962 if there were any?
  - Well, I couldn't say. Α.
- I understand from your evidence earlier 0. that there was one, and he was the last one that came down



(XB)	
We Make	

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

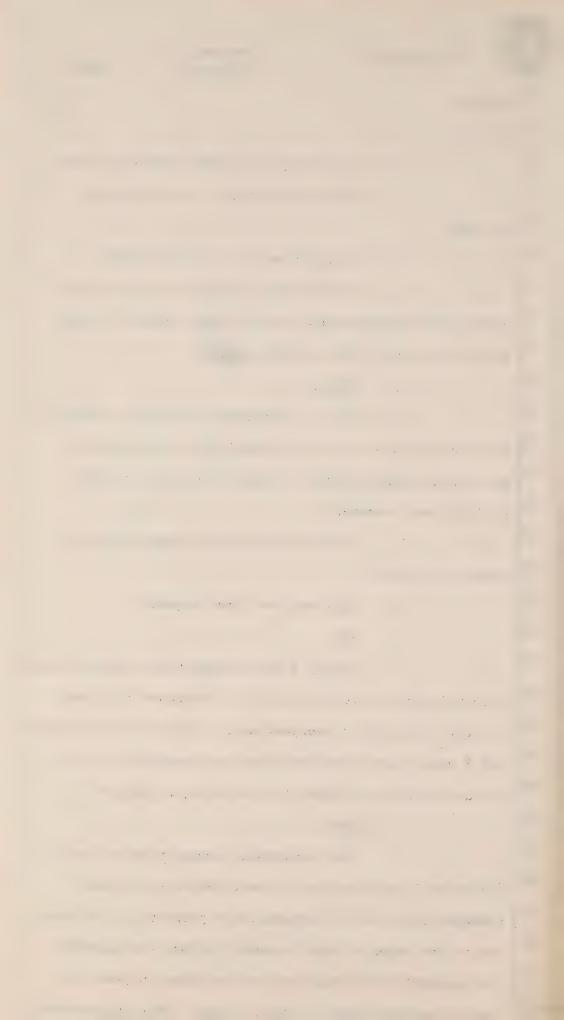
29

30

English

in 1961?

- A . It is only one or two more to go down.
- Q. The last one dame in your District in 1961?
  - A. It could be, but I can't recall.
- No pilot was licensed in your District coming from anywhere else but the Upper District during that period from 1960 to 1963 to e?
  - Α. Right.
- Pilot, I understand from your evidence that the pilots in your circumscription had asked for an apprenticeship system, I think as far back as 1955 or 1957, am I correct?
- I think the apprenticeship system, I think it is 1957.
  - Q. 1957 was the first request?
  - A. Yes.
- Pilot, I have compared the apprenticeship proposal made by the Department of Transport last year and this year with a proposal made by your own Corporation and I would like to review these two proposals with you. You are familiar, I take it, with both proposals?
  - Yes. A.
- Both proposals forming part of Exhibit 807 which I would ask you to keep before you. Now, speaking first of the Corporation's proposal I find that one of the terms of this proposal is that the candidate for apprenticeship shall not be less than 16 years of age and not more than 30 years of age. That is correct?



A. Correct.

Q. Comparing that through the proposal of the Department of Transport I find that in the Department of Transport proposal the condition is that the candidate shall not be less than 25 years of age and not more than 50 years of age.

A. That is what is in the By-Laws now, I think.

Q. That is what it is. Now, I pass on to another requirement. I find that in the proposal of the Corporation a candidate must be bilingual?

A. Surely.

Q. While in the proposal of the Department of Transport 1t is only necessary that he should be able to speak the English language, that is correct?

A. Sure, but we don't like to make any discrimination. There are many foreign ships that want French, they like to have French and others want English. I figure they should speak both.

Q. In other words you feel that the candidate in your District should be able to read both Shakespears and Cornell?

A. No, to speak French and speak English and toread it.

Q. Have you read Mr. Lalonde's recent epistle to the Minister on the topic of Biculturalism and Bilingualism?

MR. LAIONDE: It is a gospel, my lord, not an epistle.

4 5

8	bi	i	Ī
1	L	I	

Eng	1	is	h
-----	---	----	---

2	

MR. BRISSET: Q. Gospel. Have you read it?

A. No.

Q. Was it discussed or submitted to the pilots before it was sent to the Minister?

A. Oh, yes.

Q. Do the pilots in your circumscription generally agree with what was stated by your counsel?

A. Yes.

Q. Is there any elterior motive except for biculturalism and bilingualism behind this request of the pilots as regards the language spoken by the candidates?

MR. LALONDE: If my friend reads the letter he will find the other aspects.

MR. BRISSET: Q. Is there any other motive?

A. I don't think so.

MR. LALONDE: What was the answer?

Q. He doesn't think so. Let us pass on to the next requirement under the Pilotage proposal.

It is the proposal that the candidate must have at least twelve months service, at least, as a third officer on lake ships, I take it?

A. Yes.

Q. That is correct?



1 English RPS

> 2 3

ANGUS, STONEHOUSE & CO. LTD.

TORONTO, ONTARIO

Q. Under the proposal of the Department of Transport, the candidate must have at least a master's inland or steamship certificate, plus service for two years as master or mate in the waters of your District? That is correct?

A . . Yes, but if a fellow there becomes a master on the lake ship, he never wants to come there as an apprentice pilot, down here or up at the Upper District.

Q. Looking at the list of the certificates of the pilots in your District, Pilot, I notice that at least 30 out of the 32 have masters! inland certificates. How do you explain that?

A. But they did not serve two years as master on the ships.

Q. Could they have served as mate?

A. They were mate, but on some of them were second mate and had a master's certificate.

Have you considered that this Q. requirement of the Department of Transport to have a master's inland certificate or must serve two years as master or mate is too stringent?

A. I think if the fellow becomes an apprentice pilot and if a mate inland, and when he became a pilot has his master's inland, I don't object to that.

Q. Let us pass on to the next requirement Pilot.

MR. LALONDE: My lord, there are two

8

9

4

5

6

7

10

11 12

14

15

16

17

18

19

20

21

22

23

24

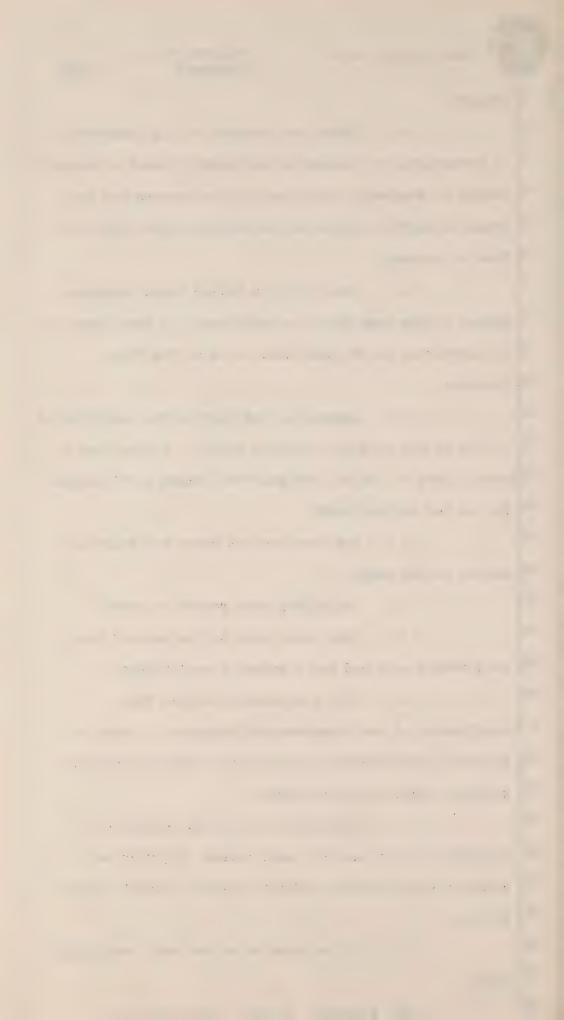
25

26

27

28

29



submissions of the Department of Transport, one later on in the year. I would like to know to which my friend is referring and which will he take as the good proposal of the Department of Transport?

THE CHAIRMAN: The latest one, or this is according to the By-Law?

MR. BRISSET: My lord, perhaps a question of interpretation. I have read both proposals and I think one completes the other. They are part and parcel of the same proposal.

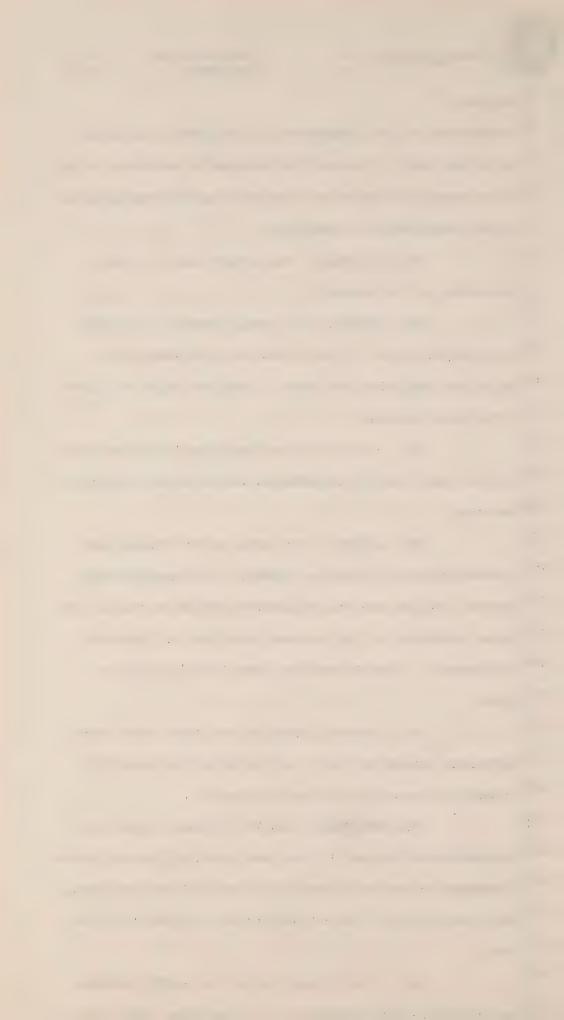
A. Yes, but the first one had three pages and the one from the Department, and this one have only one page.

MR. JACQUES: My lord, as Mr. Brisset was cross-examining I read the Cornwall Pilotage District General By-Laws and the requirments which he states are those contained in the By-Laws which are in force at the moment. I don't know how this fits in with the plans.

MR. LALONDE: Then we are faced with three different things my lord. Are we referring generally to certain proposals of the Department?

THE CHAIRMAN: Let Mr. Brisset finish his cross-examination and if you have anything or any further questions to ask the witness to clarify those problems, that you think will be of help to us, you may ask them then.

Q. Now I pass on to the fourth proposal and as far as the pilots are concerned they would require



a year?

- A. That is right.
- Q. With the apprentice to continue as an apprentice until he is admitted as a pilot?

a three-year apprenticeship with no less than 50 trips

- A. Right.
- Q. On the other hand, the Department of Transport proposal or By-Law provides one year of apprenticeship with not less than 100 trips in that year?
- A. Yes, but if he was a master for two years, what does the Department say?
- Q. That ties in, of course, with the fact that he will be acting as master or mate for two years in the waters of your District?
- A. Yes, you say master on the lake ships.

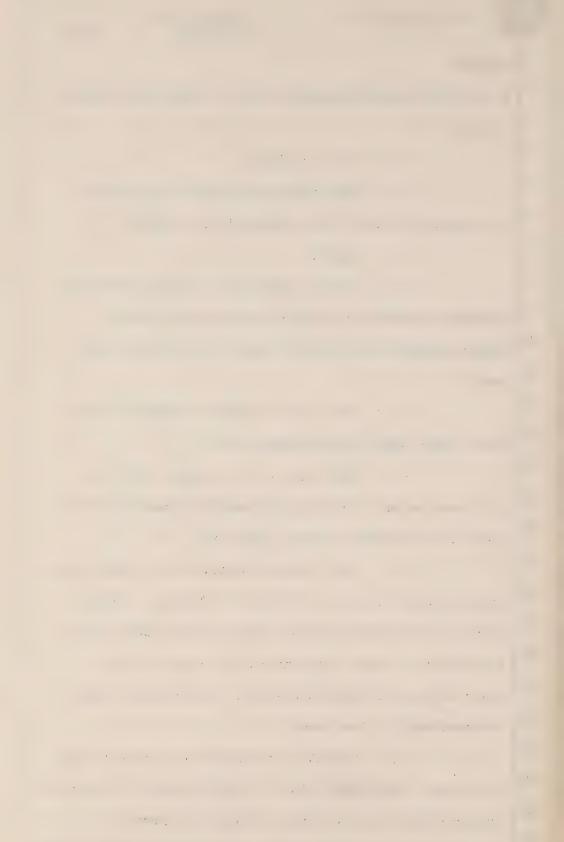
  Maybe he won't be up in the River. They are taking

  pilots and they have second mate or extra master while

  the captain is down sleeping in his room while the

  other officer is doing the River. How can they have

  the knowledge of the River?
- Q. To put it otherwise, you mean to say
  Pilot that three years with 50 trips a year is much better
  than one year with 100 trips during that year?
- A. I figure 50 trips in the season because the fellow, he will have to go and work somewhere else to make a living unless the Shipping Federation wants to pay him good wages.
  - Q. There is a provision isn't there in the



2

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29

30

Fn	CT	4	oh.

By-Law that during a period of apprenticeship the apprentice will be paid a certain amount per trip?

> A. Yes.

TORONTO, ONTARIO

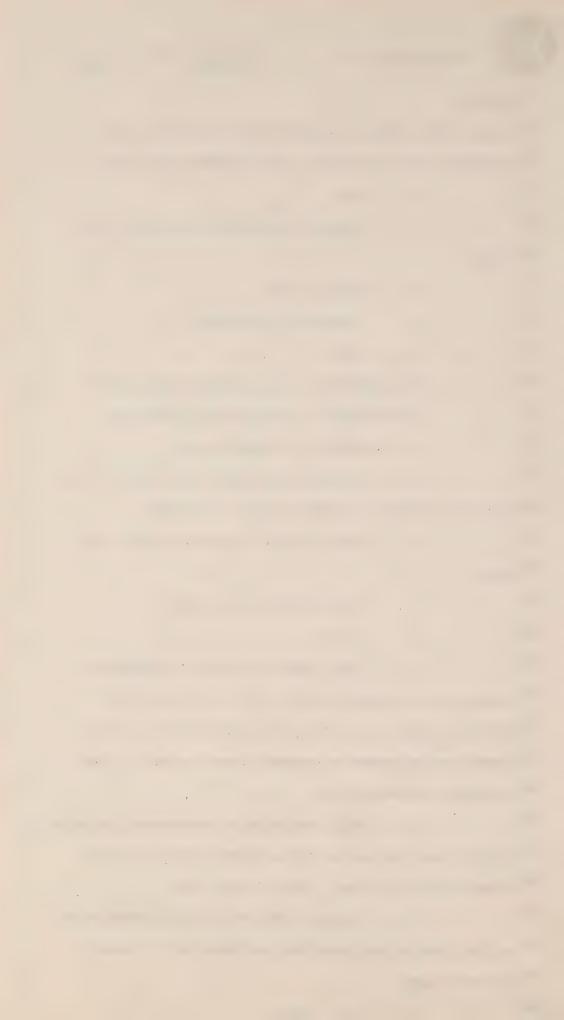
- Q. During the year and during his 100 trips?
  - A. That is right.
  - Q. And paid by the sip?
  - Α. Yes.

MR. LALONDE: Do we know how much it is?

THE WITNESS: They don't say how much.

MR. BRISSET: It doesn't say.

- You will not expect less than in the Q. Montreal and Quebec District would you Pilot?
- Α. Well I think it should be more than that.
  - Q. But certainly not less?
  - A. Oh no.
- Now I come to the last requirement Q. under your proposal and it's that on the Board of Examiners there be no shipping representative while under the Department's proposal there be one at least shipping representative.
- Well the shipping representative there, A . I don't see the need of them. They never put up any questions or anything. Just sit and look.
- You feel that in the past there role Q. on the Examination Board has not been active enough. Is that right?
  - No. Right. A.



2

En	g:	11	S	h

Q. You would accept them if they were to ask more questions would you? Is that what you mean?

A. I think if they had a qualified man there to do so, I wouldn't mind.

Q. Is it not a fact that when you underwent your examination Captain Barrett was on the Board representing the ships' interests?

A. Sure.

- Q. Captain Barrett was an examiner of masters and mates and pilots at the time?
  - A. I couldn't say.
- Q. Is it not a fact that he had been piloting in these waters for 30 years and more?
  - A. Yes.
- Q. And that he had trained a lot of pilots in his time?
- A. Could be. I wasn't at that time but he never asked me any questions.
  - Q. That is what you reproach principally?
- A. Well I think there when you are on the Board of Examiners that he should be able to put up questions.
- Q. Now going over your proposal, Pilot, and speaking of course of the proposal of your Corporation, I take it that you would accept the candidate who is 16 years of age, because this is the minimum?
  - A. Yes.
- Q. Now if he meets the requirements of 12 months service as a third officer on a ship, and then

3

5

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

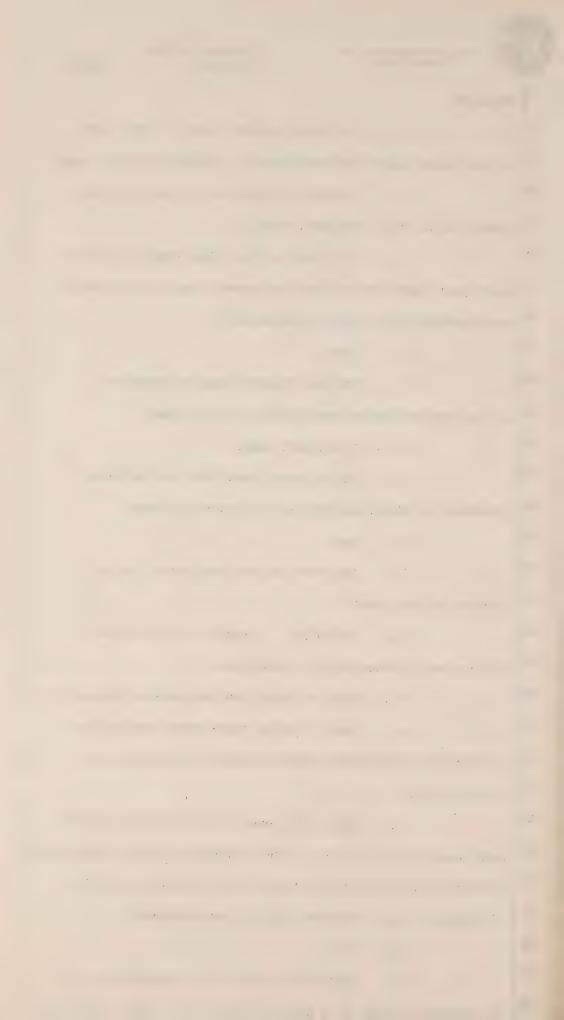
25

26

27

28

29



does	his	three	e year:	s of	appre	ntices	nip, yo	u wil]	agree
with	me a	at 20	years	of a	age he	could	become	a ful	ll-fledged
pilo	t in	your	Distr	Lct,	hand]	ing al	l ships	that	transit
your	Dist	rict'	?						

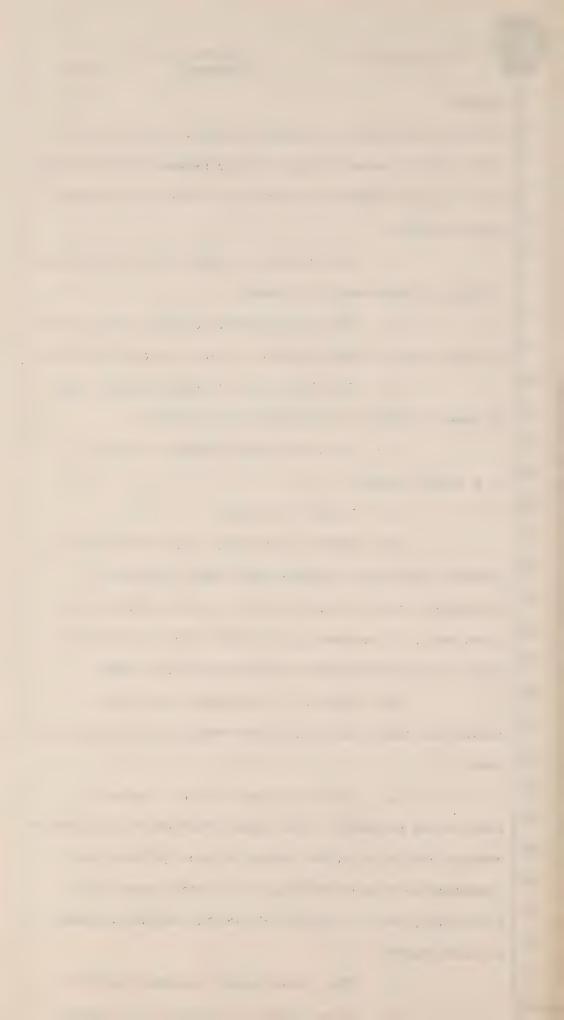
- A. No, because he cannot get a certificate, I think, of mate before 21 years.
- Q. You do not require a mate's certificate.

  You only say 12 months service at least as third officer.
- A. Yes, but if he is third officer, has to have a ticket, a certificate of some kind.
- Q. You could get it before you are 21 as a third officer?
  - A. I don't think so.

MR. LANGLOIS: My lord, I am afraid that my learned friend has forgotten this fact: that the navigation season is only seven or eight months in any given year. As an average it would take more than three years to have the twelve months experience needed.

THE CHAIRMAN: I understand from your remark one year would not be one season of the navigation year.

- Q. On this subject Pilot, I haven't seen in the proposal of the pilots that the twelve months service had to be in the waters of your District but I understood from my reading of it, and correct me if I am wrong, that it could be 12 months service anywhere as third mate?
  - A. Yes, twelve months anywhere sailing.
  - Q. So he could be sailing on the coast?



2

3

4 5

6

7

8 9

10 11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28 29

30

A . Yes.

MR. LANGLOIS: With an inland certificate? THE WITNESS: He won't be able to sail with an inland certificate on the coast.

The more we get into this, the more your proposal really confuses me.

THE CHAIRMAN: I suppose in the St. Lawrence up to Montreal.

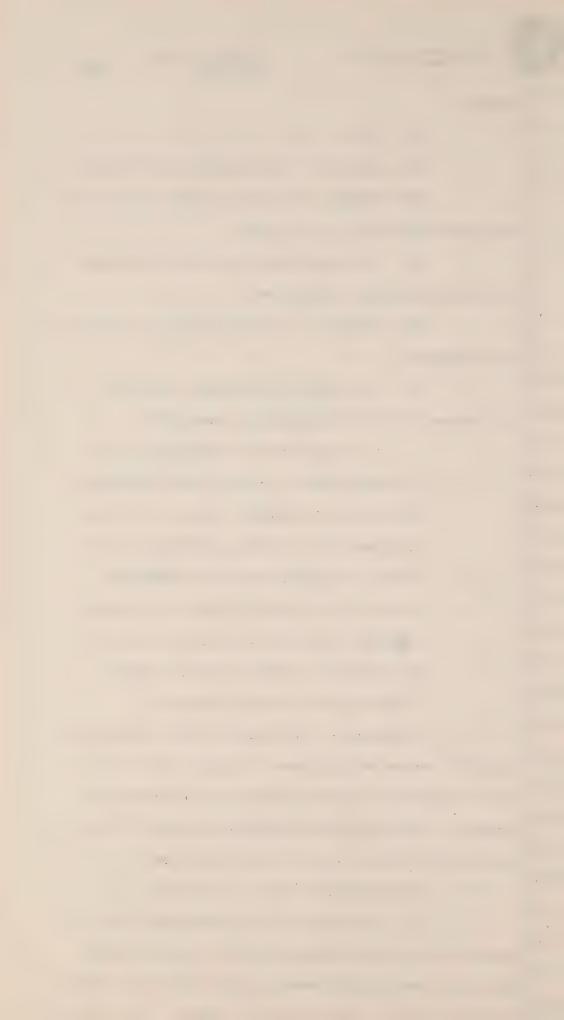
To clarify this point, I want to read clause 14 of the Corporation's proposal:

> "An applicant for admission to the "Pilotage Service who has been selected by "the Board of Examiners shall, if he does "not meet the following conditions at the "time of his application for admission, "serve for at least 12 months in a grade "adclass not lower than third officer on "an inland or coasting vessels trading "regularly through the District".

I apologize. You had the words "through the District" before being allowed to appear before the Board of Examiners for the issuance of an apprentice licence. I think we have clarified the point. sorry that I did not have the text before me.

THE CHAIRMAN: That is all right.

Now Pilot let us assume that your Q. request for an apprenticeship system in your District would have been granted when you first made it in 1957, somewhat along the same proposal, I assume. Am I right



2

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

English

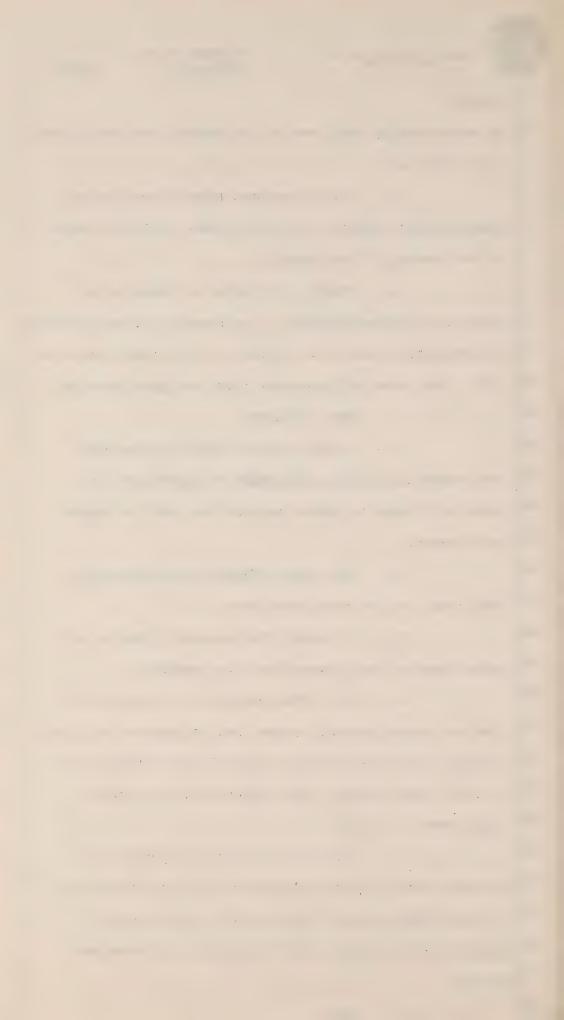
TORONTO, ONTARIO

in understanding that none of the apprentices could have been taken in?

- A . No, but we have asked there for an appenticeship system -- a new one there in 1959 I think at the opening of the Seaway.
- Q. However, you have not taken in any new pilots in the District? I am speaking of an individual of having his licence as a pilot for the first time since 1959? They have all come down from the Upper District?
  - Α. That is right.
- Q. So that these fellows who may have been taken in in 1959 would strill be apprentices and would still have to remain apprentices until a vacancy would occur?
- A. Sure, and I figure that if you stay this long, you get more experience.
- I thought that generally pilots were Q. rather against long apprenticeships nowadays?
- Α. Yes. They expect to be apprentices like our apprenticeship scheme that we propose, but they do not say how long they are going to stay apprentices; at least three years. They apprentice for at least three years.
- Q. Now Pilot I think your Corporation has been more or less insinuating that the Minister has not kept his promise of April 1962 to give you an apprenticeship system. Isn't that what you have been saying?

Yes. A.

30



Perusse.cr.ex. (Brisset)

10707

1

English

2 3

4

F2

5

6 7

8 9

10

11

12 13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

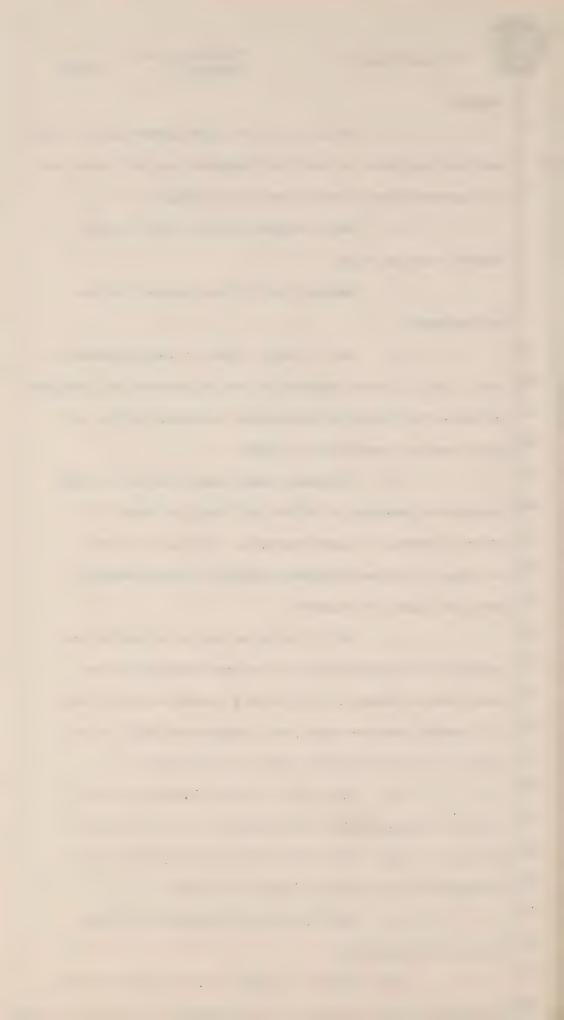
29

30

Q. Would it not be more proper to say that what has happened is that the Minister has not given you the apprenticeship system which you wanted?

- A. Well he didn't give us the one we wanted, that is right.
- Q. Because you did not accept the one he proposed?
- Well I don't think it was proposed by the -- well it was proposed by the Department of Transport but with the Shipping Federation, Dominion Marine and Lake Carrier Association I think.
- Q. In other words, what you read in the Minister's promise in 1962 is not that you would be given a system of apprenticeship, but that you would be given a system of apprenticeship which you wanted? The type which you wanted?
- A. Well I think we are in a pretty good position to say what kind of apprenticeship that we need because there in 1956 when I became a pilot, well if I would have one more, or a year and a half to go, well that would not be so hard on the nerves.
- Well do you think then that it is 0... fair to insinuate that the Minister did not live up to his word in April 1962 under the circumstances, since the dispute is around the type of system?
- Well in my own opinion he did not A. live up to his word.

MR. LALONDE: I might ask the witness what is the difference between a probationary pilot plan, apprent-



ANGUS, STONEHOUSE & CO. LTD.

TORONTO, ONTARIO

iceship pilot and see whether the Minister is offering an apprenticeship scheme?

A. Well the one through the Department of Transport, that is more like a probationary pilot than an apprentice scheme pilot.

Q. I think I have heard you mention, during your evidence, that these apprentices during their term of apprenticeship, could be used, if your system was to be enforced, as a wheelsman on board ships?

A. " No, I think that was the first one that we have asked to have wheelsmen and they could be apprentices at the same time but like in the proposal that we are making at certain places that the apprentice could take the wheel, with the consent of the master.

Q. Pilot would it be fair to suggest to you that your system of apprenticeship, that your Corporation is now proposing, has as one of its literior motives to really put on board ships transitting your District wheelsmen, a request which has been denied to you in the past years?

Well I think wheelsmen -- that we should have them, sure, on the ship. Yes.

MR. LALONDE: Would you repeat the question?

I will repeat the question. Pilot I said is it not fair to suggest to you that one of the motives or literior motives for the system of apprenticeship which you are now proposing is to provide, in an indirect manner, wheelsmen on board ships transitting your District when your previous request for wheelsmen has

2 3

4 5

6

7

8 9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

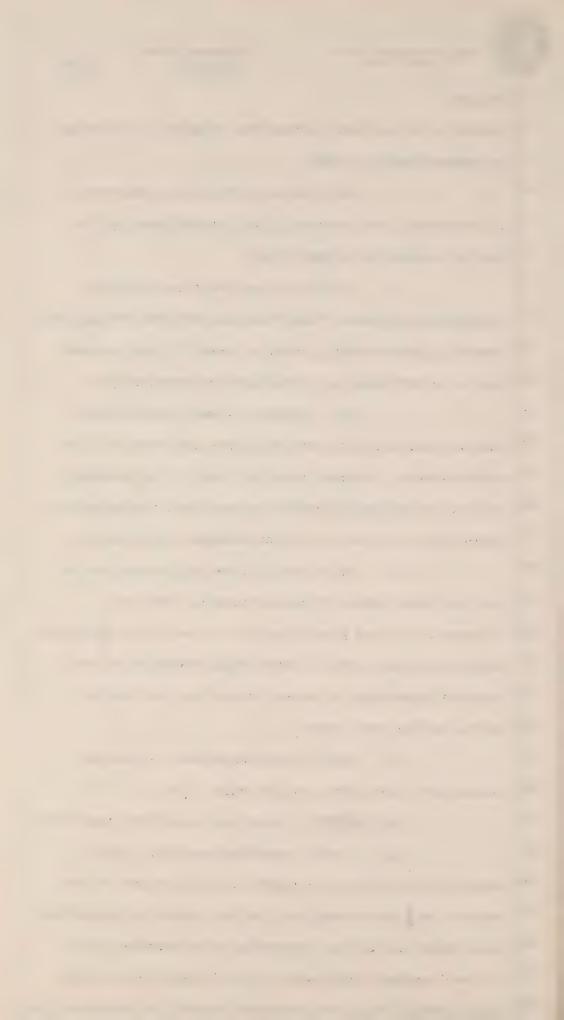
25

26

27

28

29





1

2

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

been denied by the Authority ?

MR. LALONDE: I object to the question as put in English because it is open to confusion "ulterior motive". If my friend is asking whether there should be an apprentice which will be used as a wheelsman at the same time, that is ulterior motive, that is one meaning of the question. The second meaning of the question in which ulterior motive might be understood is to get the apprenticeship first and then a wheelsman later which would be two different functions, so I think this: there are two sides and two different ways of answering this question and I think it sould be put otherwise. He should ask the witness one: whether this plan is to use the apprentice as a wheelsman or, secondly, if you want to ask it, whether once they have a wheelsman they want -- it depends on what he is going to say to the first question but the first question should be to ask the witness whether or not the pilots want this plan of using apprentices as wheelsmen according to the proposal which has been made.

THE CHAIRMAN: I think what Mr. Brisset is asking is whether the proposed scheme for apprenticeship is not one to get around the refusal with regard to wheelsmen.

MR. BRISSET: Yes.

MR. LALONDE: In other words, to use these persons as wheelsmen supposing that they could not get a wheelsman?

THE CHAIRMAN: To get what they were refused.

21

23

\_\_\_

24

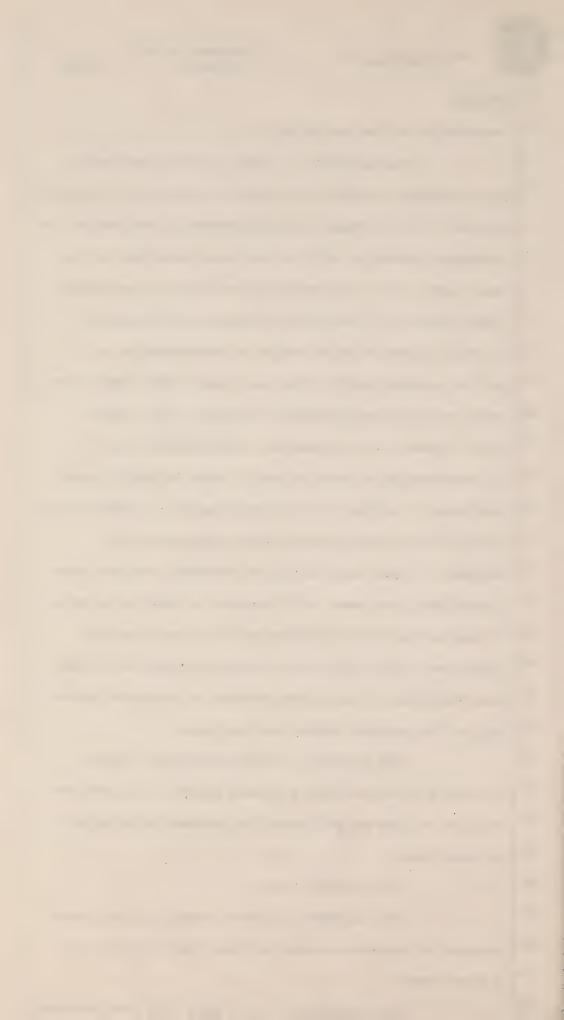
25

26

27

28

29



3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29

30

1 English

Q. I do not say the only motive, but one of them pilot.

Well I think it should be an apprentice-A. ship scheme and that it should be a body of wheelsmen to get aboard a ship.

> THE CHAIRMAN: Two different things. THE WITNESS: Yes.

You mean to say you would have on board ships transitting the Seaway in your District a pilot and an apprentice pilot and the wheelsman?

> A . Sure.

Q. All paid by the ship, of course?

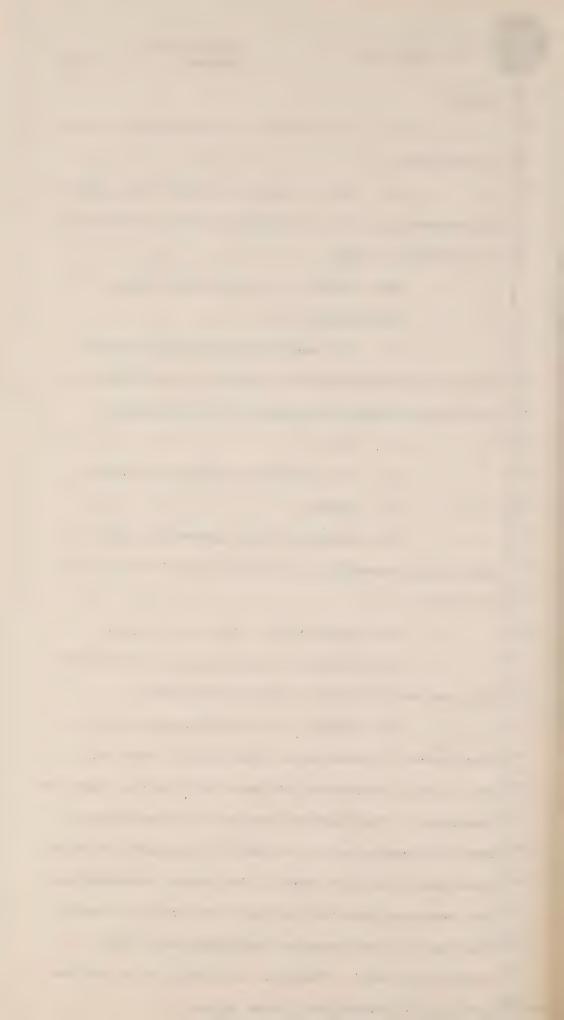
Α. Sure.

THE CHAIRMAN: Did I gather also that if you have an apprentice pilot that it will not be in all cases?

THE WITNESS: No. In lots of cases.

THE CHAIRMAN: Then when you have one with you, you would dispense with the wheelsman?

THE WITNESS: If the apprentice wants to come there, if there is no other ship to come up, well he will come along and make his trip too, like the wheelsman -- for example, when we left the Harbour when the Commission was on board it happened the pilot there gave orders at shed 25, he ordered starboard and the wheelsman gave him port and that is only a small ship and that has happened too coming out of the south shore canal. They are only small ships and they are used to coming here, those ships.



English

ANGUS, STONEHOUSE & CO. LTD.

TORONTO, ONTARIO

2

4

3

5 6

7

8 9

10 11

12

13

14

15 16

17

18

19

20

21

22

23

24

25

26 27

28

29

30

Q. You mean to say that the wheelsmen that are going to be provided in your District, if your request is granted, will never make a mistake?

Well I think if the wheelsman was trained on the lake ships, I think they be much better than the other ones.

Now Pilot you have also stated in favour of your proposal for apprenticeship that under such proposal the apprentice would be more familiar, or would become more familiar with the gyro and the radar. Would you explain what you mean?

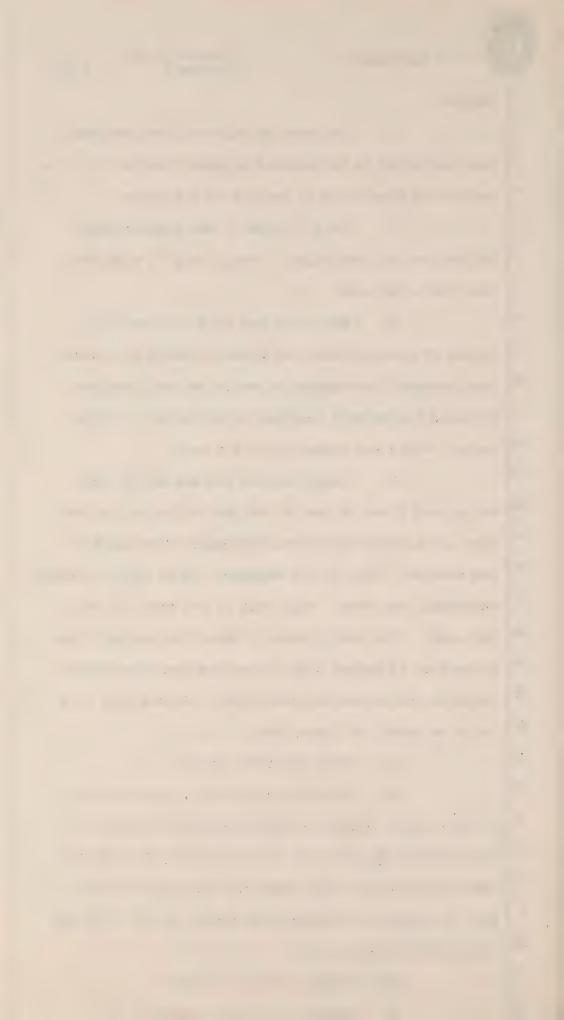
A. Sure, because you are on the lake ships, and I was on one of the lake ships too and we were not allowed to operate the radar if it was not bad weather. Only in bad weather, fog or mist or drizzle, something like that. Well that is not when you need the radar. You really need it there but you will have to work at it before that to see how your land shows there on the screen and everything. So you will have to go to school to learn that.

What about the gyro?

Well the gyro there, how it works, I think there is lots of misrepresentation there in that you will aboard some ships and they will say the gyro is one degree high, some say they will have to add one degree or subtract one degree on it. Well the fellow have to know that.

MR. JACQUES: Which is which.

A. They will have to subtract.one.



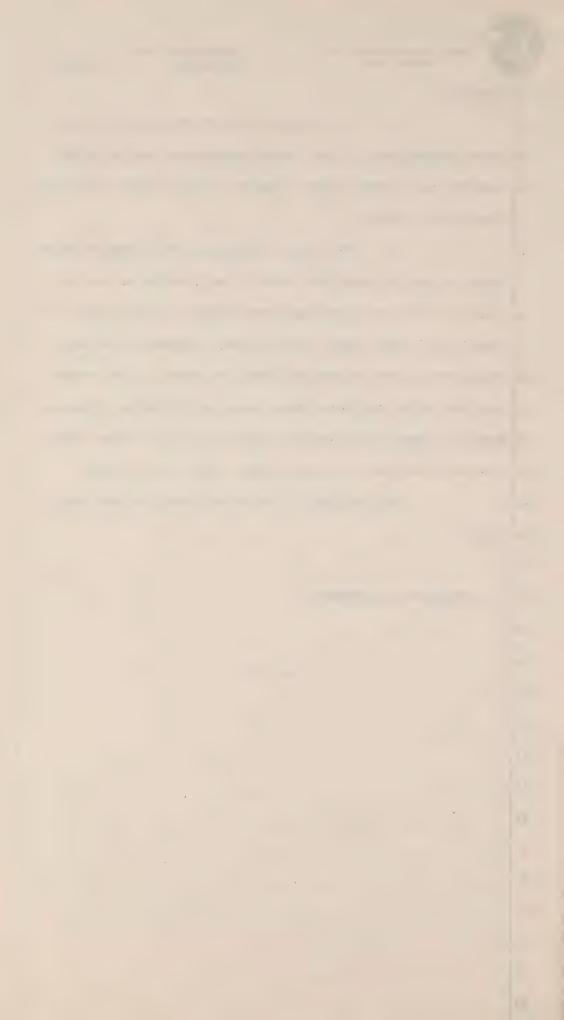
Q. So that with three years and 50 trips your apprentice will get more experience than an older man who has already been a master and who does 100 trips during his season?

when he was on board his vessel, well maybe he was in bed all the time, resting there before he gets into the canal to do the canal, and that was somebody else was doing the River so when he does 100 trips in one season and the other one have three years at 50 trips a season, they will make 150 trips but the thing is 50 trips there can be more than 50 trips a year. May do a hundred.

THE CHAIRMAN: So we will adjourn now until

15 2:30.

---LUNCHEON ADJOURNMENT.



2 --- ON RESUMING AT 2:30 P.M.

## CONTINUATION OF CROSS-EXAMINATION BY MR. BRISSET:

Q. Captain, I want to go back to the organization of your Corporation in your District, the By-Laws have already been filed. Am I right in understanding that in your Corporation there are no special committees formed as we have seen in some of the other Corporations like the Operations Committee, the Committee of Admissions and Promotions and so forth?

A. No.

Q. In other words all the affairs of the Corporation are managed by its Board of Administrators?

A. Yes.

place with the Department of Transport say from 1957
to 1962 while the Board of Administration headed by
Captain Chartier was in office, the Board of Administration
itself would be negotiating with the Authority, the
Pilotage Authority?

A. Yes.

Q. Making all the numerous trips that were made to Ottawa to see the Minister and his officers during those years?

A. Yes.

Q. I find that the By-Laws of the Corporation have been amended a number of times since 1957, since the Corporation was constituted. I suppose that these amendments were submitted at the General Annual Meeting or at special meetings of the members?

3

5

6

7 8

9

10 11

12

13

14 15

16

17

18

19

2021

22

23

24

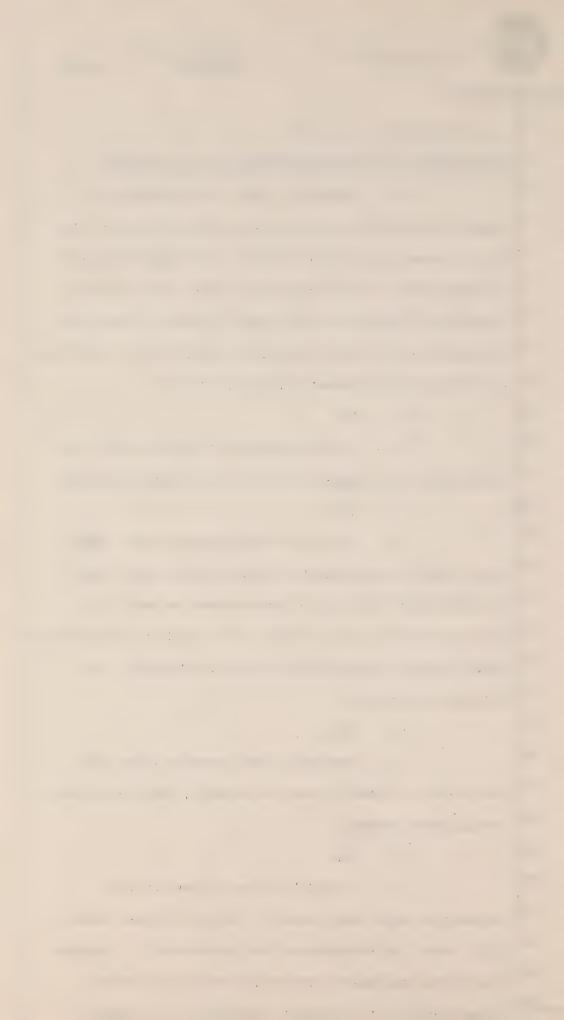
24

25

2627

28

29



A.

	Engl	ish
--	------	-----

---3-----

Q. Can you tell me whether generally the amendments were adopted unanimously or whether there were at times contrary votes?

A. I couldn't say.

Yes.

- Q. You couldn't say. Did you attend all the annual meetings?
  - A. Not every one of them, no.
- Q. I would like to draw your attention here to By-Law No. 7. Have you a copy in front of you? It was a By-Law adopted on the 24th of January, 1961 at a general meeting that took place on the same date. Do you have it before you?

A. Yes.

Q. Briefly speaking that By-Law states that from the 1st of April, 1959 an entry fee of \$1,500 shall be assessed against every new member of the Corporation payable in three installments. Now, are you able to tell me whether after the passing of this By-Law any pilot was assessed this entry fee of \$1,500?

A. Yes, that was several pilots, yes, had to pay.

Q. How many pilots altogether have been, have had to pay this entry fee of \$1,500?

A. I have to check in the records.

Q. Would you provide that for us please.

MR. LAIONDE: The Secretary-Treasurer
will be giving evidence later. If my friend is
willing to ask the same question of the Secretary-Treasurer

2

4

5

7

8

9

10

11 12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29



English 2

3 4

request?

5

6 7

8 9

11

10

12 13

14

15

16 17

18 19

20

21

22

23

24 25

26

27

28

29

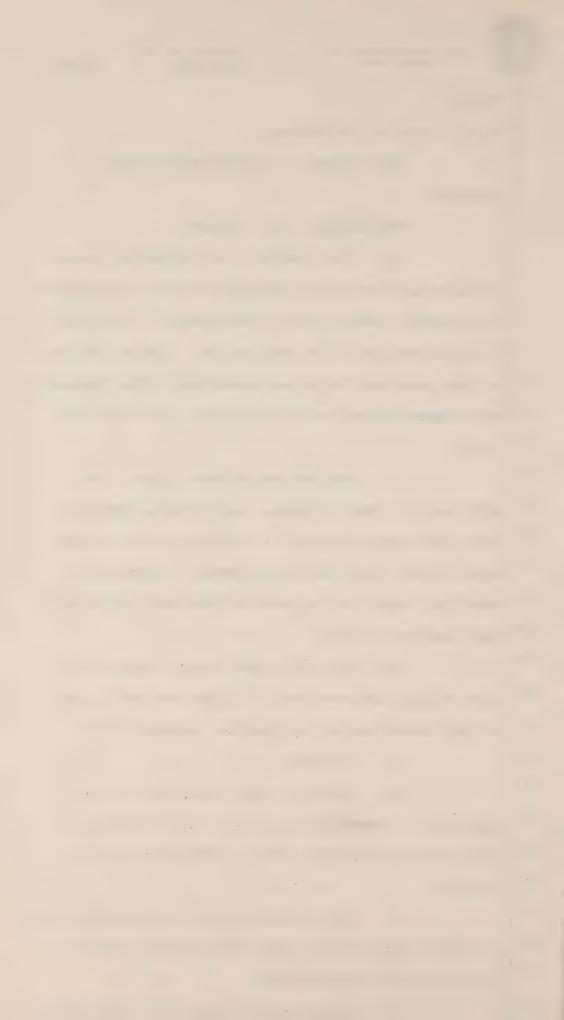
30

he will have the information.

THE CHAIRMAN: We will postpone this

MR. BRISSET: Yes, my lord.

- Q. Now, Section 2 of the Special By-Law states briefly that this membership fee will be deposited in a special reserve account administered by the Board of Administrators of the Corporation. Can you tell us, in fact, what are the actual intentions of the Corporation with regard to the use of these funds. What are they for?
- Α. For the use of these funds -- we will use it in many purposes, like shipping companies -they didn't pay in the fall of the year, we sent some money to the pilots in the springtime. It was used when they formed the Corporation from Snell to Kingston. That came out of that.
- In other words you are telling us part of the funds were used to finance the setting up of the Corporation of the Upper St. Lawrence River.
  - Correct. Α.
- Were the funds deposited in this fund used in connection with any of the stoppages of work that occurredsince 1961, at least there was one in 1962.
- No, in 1962 it was all abolished because the Corporation up above was formed and that was the last we had that special fund.
  - There was no further use of the funds Q.



3

4

5

6 7

8

9

10

11 12

13 14

15 16

17

18

19 20

21

22

24

23

25 26

27 28

29

30

actually in existence at the time?

- It doesn!t exist any more.
- It doesn't. However any new member coming in as a pilot into your District, becoming a member of the Corporation you still have to pay this entry fee of \$1,500?
  - Correct.

MR. LALONDE: Could my friend put in the Section 3, Section 3 since he has read record Section 2?

Section 3 reads, I will MR. BRISSET: translate.

> I have the English one. MR. LALDNDE:

The monies deposited in the MR. BRISSET: special fund shall not be used by the Board of Directors of the Corporation except upon authorization to that effect by the annual general assembly of members of a special general assembly called for that purpose. this procedure been followed in the past?

> Α. Yes.

Now. Pilot, I want to review some 0. of the events that occurred in your District, particularly those that involved the stoppage of work. The first one which you mentioned was the stoppage of work in 1955. Frankly I wasn't aware of that one. I would like you to give me just a brief outline of the reasons for this stoppage of work and what the pilots were seeking to achieve?

> Well, I think that was what I read in a A.

memorandum, that was the compulsory pilotage, compulsory dues of pilotage.

4 5

2

3

Q. It was to obtain from the Government the compulsory payment of pilotage dues in your District?

6

A. That is right.

7

Q. Against all ships, ocean and lake or against only one of them.

9

10

11

12

13

14

MR. LALONDE: In order to abbreviate the discussion in this respect the witness wasn't part of the District in 1955, but the Secretary-Treasurer was Secretary-Treasurer of the Corporation at that time. We will be putting him in the box next. He should certainly be a better witness to give this evidence as to what actually transpired at that time. I doubt if this witness will be able to give anything valuable since he wasn't even piloting at the time. If my friend wants to postpone it until Mr. Saucier is in the stand?

He told me some -- could you go a little further and

dues at that time applying to all ships or not? If

A. I couldn't say.

November 21st, if my memory serves me properly.

say whether it was this compulsory payment of pilotage

when there was a stoppage of work from November 6th to

15 16

17

19

17

20

22

23

24

25

25

26

27

28

29

A. Yes'

you don't know . . .

Q.

Q. At that time Pilot Marchand who had been

Now, I want to come to the year 1957

MR. BRISSET: Q. I don't think it matters.

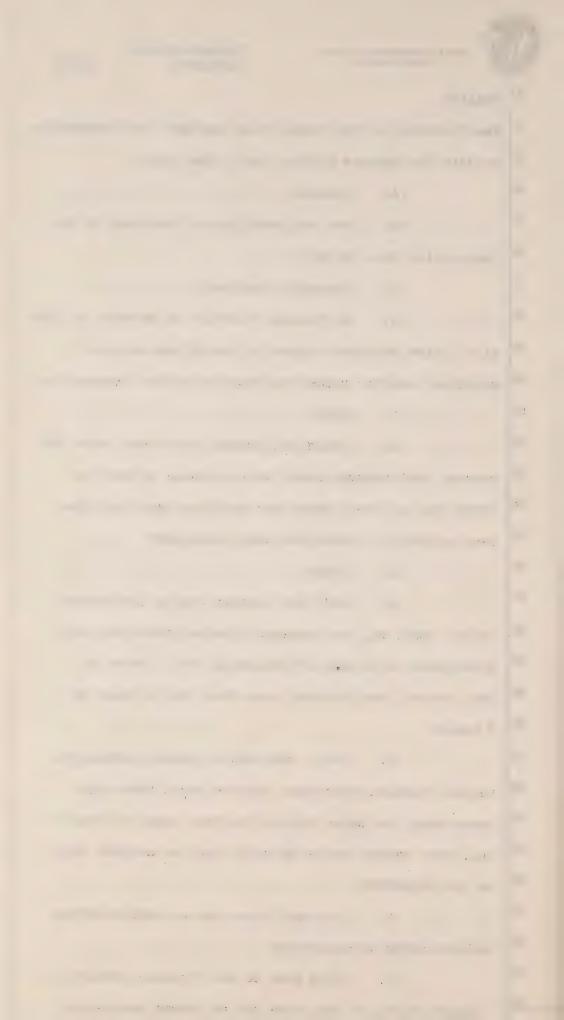
.

-	English
---	---------

the President of the Corporation had left the Corporation to join the Harbour pilots; isn't that right?

- A. Correct.
- Q. Who replaced him as President of the Corporation when he left?
  - A. Jean-Guy Chartier.
- Q. So Captain Chartier in November of 1962 with a firm hand and support of the pilots as you mentioned earlier guided the destiny of the Corporation.
  - A. Right.
- Q. Could you explain to us what were the reasons that brought about this stoppage of work in 1957? One of those which you mentioned was that the rest period of 8 hours had been cancelled?
  - A. Right.
- Q. Will you explain this a little more fully? Tell us, for instance, whether there was any arrangement with anybody regarding this 8 hours of rest period, how did that come about to be fixed at 8 hours?
- A. Well, that was an understanding that we had, between every ship that we could take eight hours rest, but when Captain Chartier came in Kingston, well they wanted him to go right back on another trip, on the RHINSTEIN.
- Q. You said there was an understanding, understanding between whom?
- A. That must be the Pilotage Authority.

  . wash't there at that time but we always took eight



En	ò	7	4	g	h
ALIE T	0	phips	alle	~	44

hours rest between each ship.

- Q. Was there anything in the By-Laws in that respect at the time?
  - A. I couldn't say.
- Q. Was there anything in the dispatching regulations at the time about the rest period?
  - A. Well, they always gave it to us before.
- Q. Pilot, I want to go back in history
  a little bit: do you not recall that prior to this
  period of the strike, shortly before, the pilots in your
  District were paid on the basis of so much per day,
  \$25 per day.
- A. Yes, that was before they formed the Corporation.
- Q. When the Corporation was formed in 1957?
- A. 1956, but in 1957 we were on flat-
- Q. Anyway at one stage you were paid on the basis of so much per day.
  - A. I wasn't piloting at that time.
- Q. Did you not know that while the tariff provided such a remuneration the pilots on board ships would, I am speaking of ocean-going ships, stop at night in order to have their sleep, and then proceed after having had their rest?
- A. Yes, in some ships they were going night and day.
  - Q. When you piloted lake ships in these

days you were only doing what we call the piloting, and not the canaling, so that in the canals the pilots could rest?

A. Right.

- Q. Are you not aware when these tariffs were in effect it took from three to four days to pilot the ships through the District?
  - A. Yes, depending on the traffic.
- Q. Including the rest period during the nights?
- A. Yes. Well, I don't call that a rest period. If you anchor at ten o'clock at night and you leave three, four o'clock in the morning, and sometimes two o'clock in the morning during the summer, you don't have much of a rest.
- Q. Pilot do you agree with me so far as your recollection goes that when these daily rates were abolished and the flat rate for the whole District was established the trips took only about two days and sometimes a little less?
  - A. I couldn't say.
  - Q. You don't recall?
  - A. No.
- Q. At any rate you are not able to tell me there was anything specifically in the By-Laws or anywhere else dealing with the rest period in your District?
  - A. No.
  - Q. Now, the other reasons you gave us for

the strike is that two pilots had been refused by the SUN INGRID. Will you explain what this means to me?

A. Well, they refused -- I don't think the ship refused two pilots, the think the dispatcher refused to put two pilots on board.

- Q. That was in early November?
- A. Yes.
- Q. Why would the pilots have wanted two pilots on board that ship in early November? Is there anything in the By-Law providing for two pilots?

A. No, but if the pilots don't have any rest I think it should be two pilots going on board so one of them can rest.

Q. Now, you told us it was Captain
Chartier that had been asked to take a ship without
his eight hours of rest. Are you speaking of the same
Captain Chartier, the President of your Corporation?

A. Well, I have to see the exhibit before
I can see anything. I think I made a mistake there.

Q. What exhibit have you in mind? I don't think it is too important.

A. I don't think it was the RHINSTEIN.

I think it was the SUN INGRID. They refused to put
two pilots on board the SUN INGRID.

MR. LALONDE: The Board of Directors meeting, November 1957 has been filed.

THE WITNESS: The minutes of the meeting is filed.

MR. BRISSET: Q. And this was . . .

3

2

6

5

7

9

10

11 12

13

14

15

16

17

18

19

20

2122

23

24

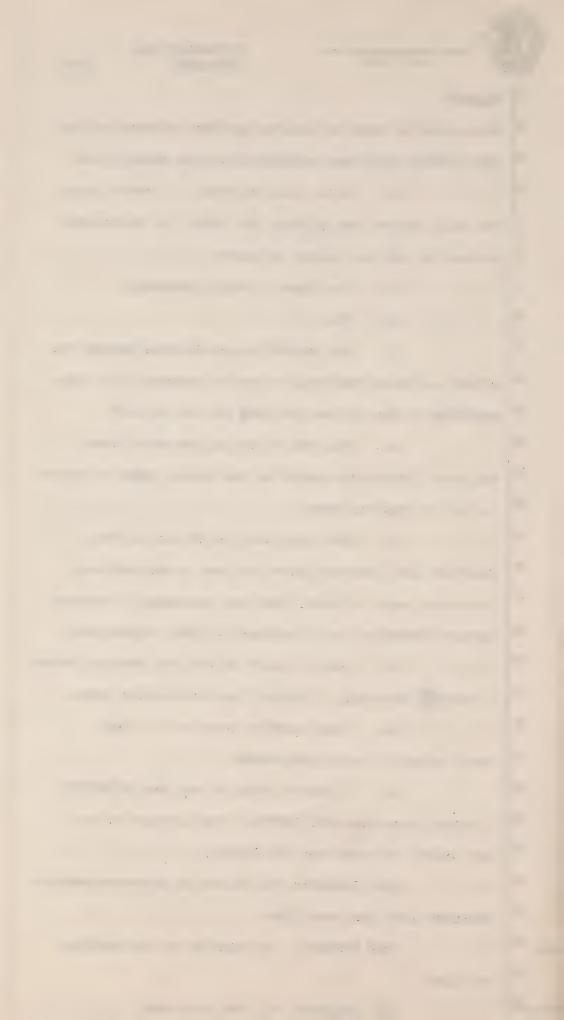
25

26

27

AA2 28

29



3

exhibit.

4 5

7

8

6

9

12

13

11

14 15

16

17 18

19

20

21

2223

24

2526

27

28

29

30

MR. LAIONDE: The reasons appear in that

MR. BRISSET: Q. Am I correct though,
Pilot, in understanding that really the main reason for
the stoppage of work at that time was in support of your
demands for the position of the compulsory payment
of pilotage dues, that was the real reason for it.

- A. That was one of the ones.
- Q. Now, who did the Corporation and the pilots in your Corporation consider would be affected by the stoppage of work at that time?
- A. Well, I think during that time every ships was affected.
- Q. Wouldn't I be right to say it would be mainly the ocean ship that would be affected since the lake ships weren't taking pilots and that is what you were fighting?
- A. In 1957 they were taking pilots. Lots of them were taking pilots in 1957.
- Q. Did you at that time as well as your confreres in the Pilotage District realize that it was near the end of the season and that there was a good number of ocean ships oup the Lakes that had to come out before the winter?
  - A. Right.
- Q. Did you consider that this put you in a stronger position to put pressure on the Authorities?
- A. Well, that could put some pressure on the Authority, but I figure that a pilot, he needed

and the second of the second o

English

2 3

4 5

7

8

9

6

10

11

12

13 14

15

16

17 18

rench

19

20 21

23

22

24 25

26

27

28

29

30

his eight hours rest because of the congestion of traffic. I think that was only reasonable, to have eight hours rest between ships.

Q. Reverting to this compulsory feature, Pilot, isn't it true that the ocean shipping industry through the Shipping Federation of Canada had always supported you in your stand that there should be compulsory payment of pilotage dues in your District?

A. Yes, I have read it.

Q. You agree with that?

MR. LALONDE: He says he read it.

MR. BRISSET: Q. You say you have read it.

May I read it to you again because I would like to quote from Exhibit 809, the memorandum submitted to the Minister of Transport dated the 30th of October, 1957 by your Corporation, paragraph 12:

(THROUGH THE INTERPRETER.)

On the other hand the Shipping Federation of Canada on many occasions took a stand during the recent years in favour of the compulsory payment of pilotage dues for ocean-going vessels. I read from a letter from Mr. A.L.W. McAllum, Manager, directed to Director of Marine Service at the D.O.T., Mr. H.W. Anderson dated December 23rd, 1953 which stated more particularly:

"The Federation is of the opinion that "compulsory payment of pilotage dues for ocean "vessels in the Montreal-Kingston pilotage

and the second of the second o

French

3

1

2

5

7 8

9

11 12

13

1415

16

17 18

19

20

21

22

24

25

26

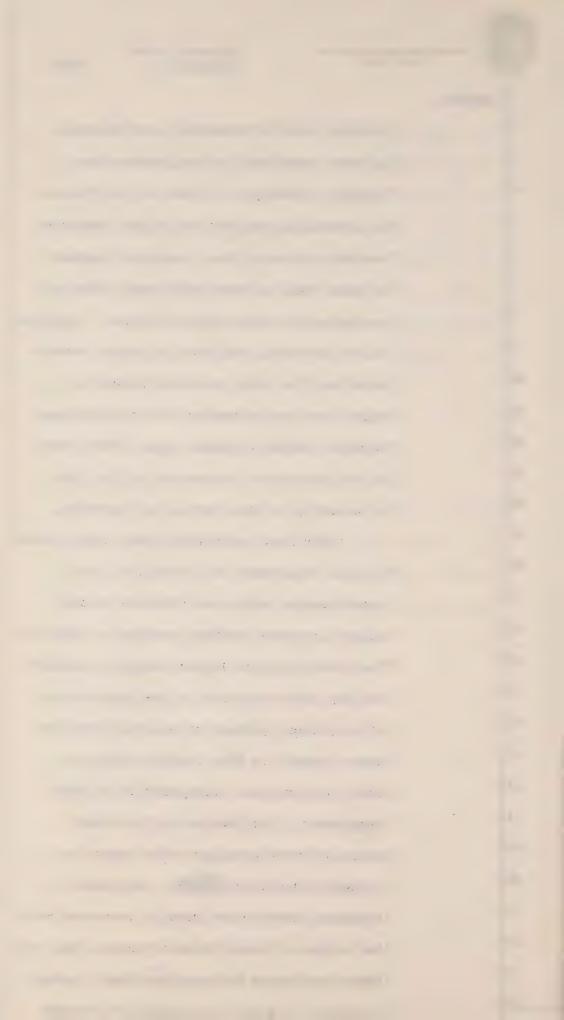
27 28

29

30

"District merits favourable consideration
"by your Department on the grounds that a
"definite shortage of pilots in the District
"is prevailing and that the Pilot Committee
"contends strongly that compulsory payment
"of dues would attract additional efficient
"navigators to seek pilots licences. Licensed
"pilots presently employed on inland vessels
"which are the only immediate source of
"supply are not attracted into the pilotage
"service fortthe apparent reason that there
"is not sufficient inducement in the form
"of security in this particular District.

"This fact has already been demonstrated "to your Department as a result of the "questionnaire which was directed to all "pilots licensed for this particular District. "The possibility of inland shipping companies "who may take exception to the institution "of compulsory payment of pilotage dues for "ocean vessels in this District will no "doubt be given due consideration by your "Department. The Federation is already "aware of other problems which exists in "bringing about this . Our member "companies however are greatly concerned with "the volume of ocean vessels trading into the "Läkes continuing to expand/adequate number "of pilots will not be available to ensure



French

"effective pilotage services in the District
"for ocean shipping. The Federation is
"therefore not opposed to compulsory payment
"of pilotage dues for ocean vessels trading
"in the Montreal Kingston Pilotage District
"on the basis that if licensed pilots are
"not available under the compulsory system
"the ship can employ a non-licensed man and
"pay only one pilotage account".

Is this what you had read?

- A. Yes, but that memorandum was sent in
- Q. I beg your pardon?
- A. That was sent in 1955, the first strike. In 1957 we wanted to have compulsory payment of pilotage because the traffic was increasing all the time. We had more salt water ships during 1957 than 1955.
- Q. You know, didn't you that the ocean shipping industry was in favour of your proposal, that is what I am asking.
- A. With the building of the Seaway we knew there would be more ships coming up.
- Q. Isn't it a fact that in 1957 the
  Shipping Federation of Canada joined with you in making
  representations along those lines to the Department?
  - A. Yes.
- Q. And also in your memorandum to the Pilotage Authority or to the Minister you pointed out that ocean ships always used pilots in your District?

1955.

- A. Sure. They weren't forced to. They could use anybody else if they wanted to.
- Q. Even though they weren't forced to they were using your pilots?
  - A. Oh yes, sure.
- Q. Do you think under the circumstances it was quite fair for the pilots to strike against the ocean ships that were really supporting them and feeding them?
- A. Well, I don't think it was only against the foreign ships, I guess it was against the lake ships too.

4

5

6 7

9

8

10 11

12

13

14

15

16

17

18

19 20

21

22 23

24 25

26

27

28

29

30

English

Because they were using pilots at the time. I think both of them were involved.

- Q. . Is it not a fact that none of the lake ships were affected at the time by your strike? They just proceeded without pilots or the ones they had?
- Α. I think some of them were tied up in Lachire and lots of them had their special pilots.
- Q. You are also aware aren't you that the ocean vessels managed to do without pilots during that period?
- Sure I remember there, I think that A. is the PRINCE CASIMIR going in Farrans Point, I don't know if he was nervous, and they had to put him off there at Sarnia, heart attack. After that there was one ship run into the pier at Iroquois and damaged the pier.
- You have never run into a pier your-Q. self have you?
  - Sure I did. A .
- In connection with this stoppage Q. of work in 1957 Captain did your Corporation get the assistance and support of the International Organization of Masters, Mates and Pilots headed by Captain Roland Johnston?
  - That is correct.
- Were members of your Corporation also Q. members of this International Organization?
  - A . Correct.
  - I take it that this Organization, amongst Q.

and the second of the second o

WEMBE

2

-			9
En	g I	.1	sh

the pilots, has grown into disfavour or did shortly after this year, the year 1957 or '58?

Α. I think that it was the year after 1958.

Q. Were you there when the Corporation and its members severed their connection with this Organization?

Yes.

- Q. Was there one pilot in your Corporation at the time that did not agree with the decision of the majority to refuse to work? I am referring to Captain George Downey?
- A. Yes, but he signed to be a member of the Union at the time, A.F.L.-C.I.O. and he signed and everything, and he was a member of the Union the same as us.
- However, he did not go on strike from Q. . the 6th of November to the 21st as the others did?
- No, but I think he has stopped working A. for a while because when we had the meeting at the Queen's Hotel he was with us.
- The question I am asking you is did Q. he or did he not stop work during that period?
- Well he worked part of the period that Α. we were stopped.
  - While the others were not working? Q.
  - A. Well ---
- Now what happened to his earnings, the Q. pilotage dues which he earned while piloting vessels during

3 4

6

5

7 8

9

10

11

12 13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29

the first open and the first transfer of the first of the enter the second of the second The state of the state of the

1	
_	
2	

the strike?

3

4

5

7 8

9 10

11 12

1314

15

16

17

18

19

2021

2223

24

26

25

2728

29

A	It	came	into	the	rood	of	the	Corporatio	

- Q. And after these dues came into the pool of the Corporation, what happened to them?
- A. Well we have to wait at the end of the season. If he comes over the average or below the average and if he is in the average he gets the same money as the other fellows. So he came in the average and he got the same amount as all the other pilots.
- Q. In other words what you are telling us is that his earnings during the strike went into the pool funds and at the end of the year there was the usual adjustment depending on the number of turns?
  - A. Correct.
- Q. In this particular case, as I assume that he did quite a number of trips during the strike was his share of the pool greater than the others?
  - A. No, because he came in the average.
- Q. Where did your Corporation cut him off?
  Was it after the strike because he had made a greater
  number of turns than the others that he was not permitted
  to pilot?
- A. No, because when all the pilots came back to work, he was higher on the turns than the other ones. When they were making the list at nine o'clock in the morning and nine o'clock at night, he was higher on turn and everybody else was going ahead of him.
- Q. In other words, the Corporation's way

and the second of the second o

Application of the second second

en de la companya de la co

are on strike would be to put him off work after the strike until all the others had evened up with him on the number of turns?

A. That is correct.

MR. LANGLOIS: He needed a rest.

- Q. In other words, you put him to rest.
- A. Well automatically there at nine o'clock in the morning and nine o'clock at night when they adjust the list, we go ahead of him so we come in the end of the season with the same amount of turns.

THE CHAIRMAN: Had there been 20 ships during a day or 17 ships during a day, he could have had his turn?

THE WITNESS: Sure, but 1t never happened that many ships in a day.

THE CHAIRMAN: If that kind of traffic was there, he would have had his turn?

THE WITNESS: Sure my lord.

- Q. Now I want to come to the events of 1958 when the pilots in your District for a while did not board vessels as they did not cross the picket lines set up by the sailing masters.
  - A. Correct.
- Q. At Kingston? Was it only at Kingston or at Montreal?
  - A. Kingston.
- Q. Now this picketing by the sailing masters was prompted by what, do you know of your own knowledge?
  - A. Well I think they were objecting ---

5

2

3

4

6

8

9

11

12

13

14

15

16

17

18

19

20

22

22

2324

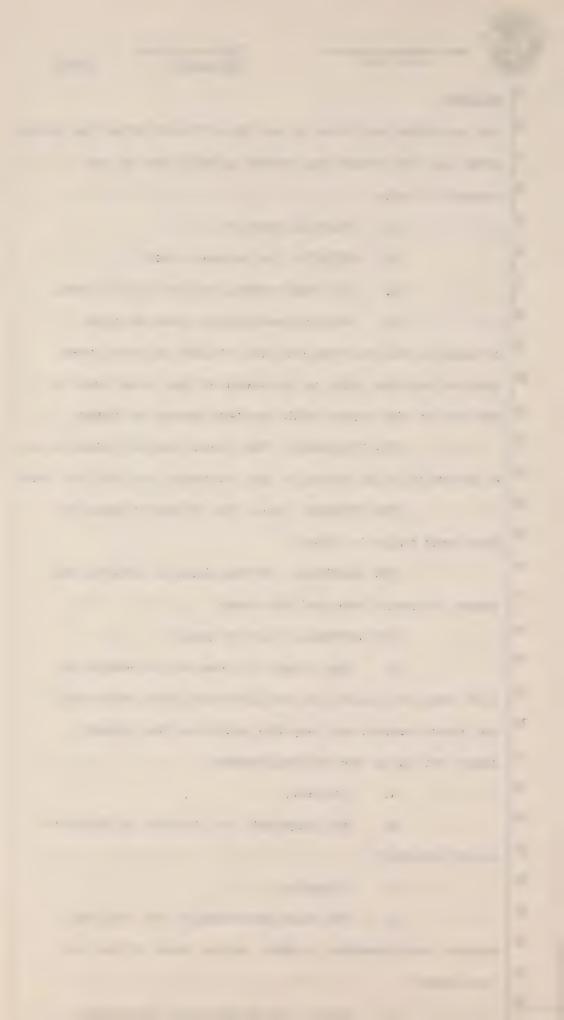
25

26

27

28

29



ж.	11	

3

5

4

6 7

8

9

10 11

12

13 14

15

16

17

18

19

20 21

22

23 24

25

26

27 28

29

30

Well no pilot wanted to go across. A.

I want to come to the year 1959 which, Q.

English

- Q. If you really don't know too well about the situation perhaps you had better not try and answer the question.
  - I don't know too well about it. Α.
- Q. I can take it you are not fully familiar with the situation?
  - Α. No.
- However, you were aware and are aware are you not that the sailing masters belonged at the time to the International Organization of Masters, Mates and Pilots?
  - A. Correct.
  - Headed by Mr. Roland Johnston? Q.
  - Α. Correct.
- You were also aware that your then Q. President, Captain Chartier, was on friendly terms with Mr. Roland Johnston?
  - Well I wouldn't say that.
- Is it not a fact that the Organization 0. of Masters, Mates and Pilots requested your support at the time not to cross the picket lines because they had supported you the year before in your strike in November 1957?
  - Correct.
- Q. So really there wasn't too much effort put in by the pilots to go across the picket line while they were there?

I think won!t you agree with me was a rather turbulent year?

- A. I don't think so.
- Q. You mean all the years were the same?
- A. Well 1959, I don't think this was worse than the other ones.
- Q. Of course you will recall that the Seaway was opened in that year?
  - A. 1959, right.
- Q. And that the official opening of the Seaway, with the ceremonies attended by the President of the United States and Prince Philip was to take place on June 26th?
  - A. Correct.
- Q. And I take it that the deadline you had given to the Minister in your demands, namely, June 26th had been chosen for that reason?
  - A. Correct.
- Q. I would like also to add that Her Majesty The Queen was also in attendance.
  - A. That is correct.
- appendix 22 on page 57 of the second volume of the memorandum filed by the Shipping Federation of Canada.

  I would like you to look over this document which is an extract from the article published in the Montreal Star setting up the grounds of complaints of the pilots which they said would bring about the stoppage of work if it was not rectified by June 26th and ask you to confirm

that these really were the grounds.

MR. LALONDE: My lord, in this respect there was a memorandum submitted yesterday, which is an exhibit, which lists seven demands which the witness has gone over yesterday.

Q. Are they the same?

MR. LALCNDE: I don't see why we should go into investigating the Montreal Star article. We don't know whether they are reporting correctly. I would suggest we use the exhibit.

THE CHAIRMAN: The witness was there and if the witness was there at the time, 1959, he knows exactly what were the grounds for the strike or the threatened strike and he can look at this article. If he is clear, if he understands what it means, he may say so and if not, if it is confusing, that article, he may say he doesn't want to answer.

MR. LALONDE: I would suggest that the witness be given at the same time the memorandum which includes the demands.

MR. BRISSET: I think the witness has already looked at the article and confirmed that it was what they were asking.

THE WITNESS: Well I said very well the same. I didn't say they were the same.

Q. The real purpose of my question was not really to have you make an exact comparison between the terms used in the article and in your official demands. The purpose of my question was to ask you whether

1 2

4 5

this publicity was arranged by your Corporation at the time to give a little more strength to your demands in the light of the opening of the Seaway so as to force the Minister's hand?

A. Well ---

MR. LALONDE: My lord I object to the word "publicity". I think publicity has a certain meaning.

This is an article written by Mr. Norman Pastall. This is not an advertisement.

Q. Will you answer my question?

A. Will I think that when we made that, we put pressure on the Minister and the Department of Transport and Pilotage Authority because we were there waiting for it, so that was the proper time to do it now.

Q. In other words, the list of demands which you say follow pretty closely your official request is based on a document that was supplied to the paper isn't it? You had to supply the reporter who wrote this article with a copy of your official demands so that he could be so precise. Isn't that a fact?

A. I wasn't there when this ---

MR. IALONDE: The first question to ask
the witness was whether he was on the Board of Directors
at the time and whether he was there when Mr. Pas

A. I wasn't there at the time when that

Q. Who was in charge at the time of the

happened.

· ·

2

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

26

liaison with the press? Was it your Board of Administration or a particular pilot or your President?

A. I think it was all the Board of
Directors but we did not go all to the press there. We
sent one fellow to the press.

- Q. Who was the fellow charged with the function of going to the press?
  - A. I couldn't say.
- Q. You couldn't say. Now it is reported in this article that the representatives of the pilots met yesterday in Ottawa with the Department of Transport officials and would have stated it is not a question of money. Do you recall if you attended the meeting?
  - A. That was not a question of money.
  - Q. It was not a question of money?
- A. That was only one item that was a question of money. That was the \$5 detention I think.
- Q. Well I see here in the list the transportation allowance to cover taxi fares. That was a question of money?
- A. Well that was increasing from \$2 to \$3 for transportation.
- Q. The delay charge of \$5. That would be auguestion of money.
  - A. There, that is what I mentioned.
- Q. Approval of the tariff, that would be a question of money wouldn't it? Would it?
  - A. Yes.
  - Q. Taking ships from St. Lambert to Longue

27

BB25

28

29

the were of the state of the property of

the state of the s

Eng:	lis
------	-----

Pointe anchorage.

- A. Well that is not in our District.
- Q. And back to the Harbour, making two trips for a single fee. Wouldn't that be a question of money?
  - A. That is not in my District.
- Q. What was in your District was the appointment of Captain Jean-Guy Chartier to pilot the BRITTANIA?
- A. Sure, because every other District they took the senior pilot and the President so in our District there Mr. Patrick Dussault refused to take the ship and we got the letter to the Corporation give his place to the President.
- Q. Wasn't Pilot George Downey, the one who had worked during the strike, wasn't he appointed by the Department to pilot the ship?

MR. LALONDE: The Federation.

- Q. To your knowledge?
- A. He was not the ænior man.
- Q. He was not one?

THE CHAIRMAN: The question was whether he was appointed or not to your knowledge?

- Q. To your knowledge was he appointed?
- A. I couldn't say.
- Q. At all events, following this little campaign, all the demands of the pilots were granted were they not before the official opening of the

Seaway?

and the second of the second second second

(R)	
Man at	
ll l	

2

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

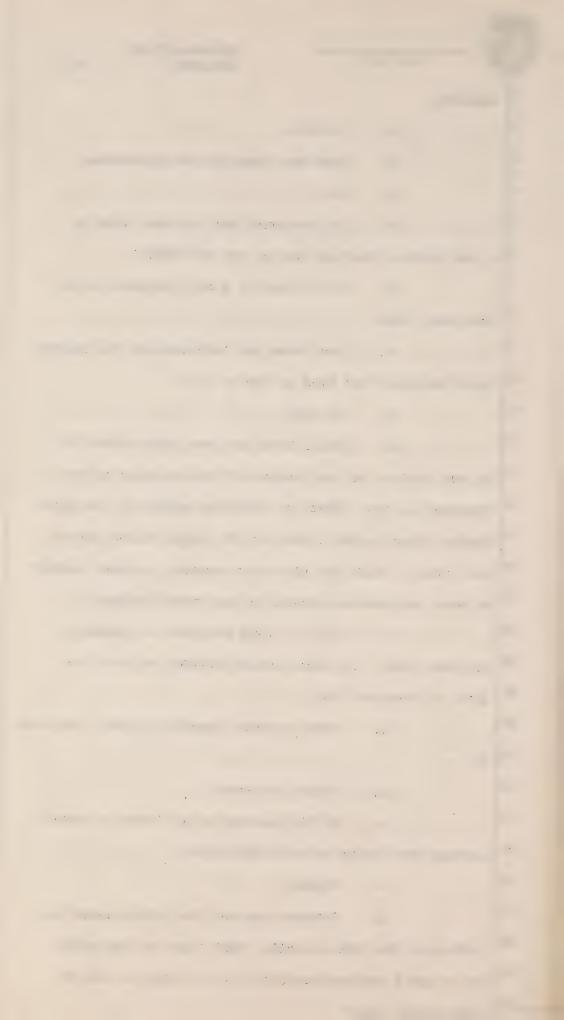
29

30

by ---

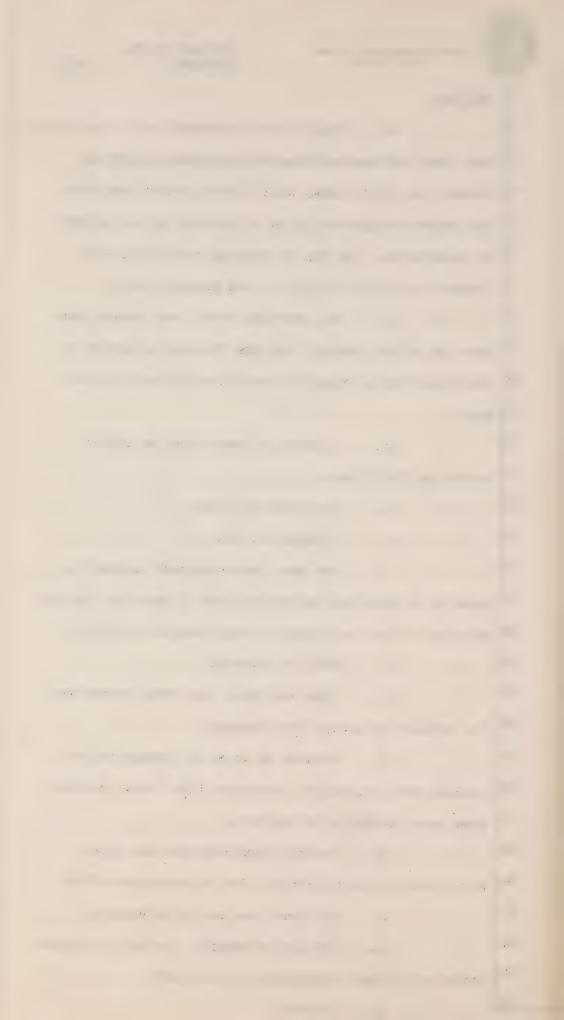
En	Q*	7	1	S	h
200	ප	obs	alle	S	2.3

- A. Correct.
- Q. Were you there at the ceremonies?
- A. No.
- Q. You couldn't tell us what kind of a job Captain Chartier did on the BRITANNIA?
- A . No. I was on a ship anchored below the Snell Lock.
- Q. Was there any talk amongst the pilots later on about the kind of job he did?
  - Α. No idea.
- Now I have not been quite clear in Q. my own mind as to the history of the division of the District in two. That is, with the relief of the pilot taking place in Snell Lock or St. Regis Island during that year. Could you give us a summary, a clear summary of what happened according to your recollection?
- A. Well in 1959 that was not legally divided there. It came legally divided only on the 17th of November 1960.
  - Q. When you mean legally divided, you mean
    - Order-in-Council. Α.
- By the passing of an Order-in-Council Q. setting the limits of both Districts?
  - Α. Right.
- However had not the pilots asked in 0. 1959 that the trip be split, that there be one pilot up to Snell and another pilot up to Kingston and the same coming down?



A. Well I don't remember but it could have been done but when we started splitting in 1959 at Cornwall or Snell Lock, well I don't think they have the proper management to do it because we had no way of dispatching. No way of sending our E.T.A.'s to Cornwall so I don't think it was properly done.

- Q. The question that I was asking you: Were the pilots asking that the District be split or that there be a relief of the pilot at Snell in that year?
- A. I think we have asked to have a relief at Snell Lock.
  - Q. You asked for that?
  - A. I think so, yes.
- Q. And when the Government agreed to give it to you, you refused to take it because, in your opinion, it was not properly organized at Cornwall?
  - A. That is correct.
- Q. Now was there any other reason why you refused to accept the division?
- A. Because we were not enough pilots because when you split a District like that, you need some more pilots to do the work.
- Q. On this form were you not given six pilots on July 26thaand five on September 28th?
  - A. But that was not quite enough.
- Q. Not quite enough. You got four more later in the year which was all you got?
  - A. Correct.



3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29

30

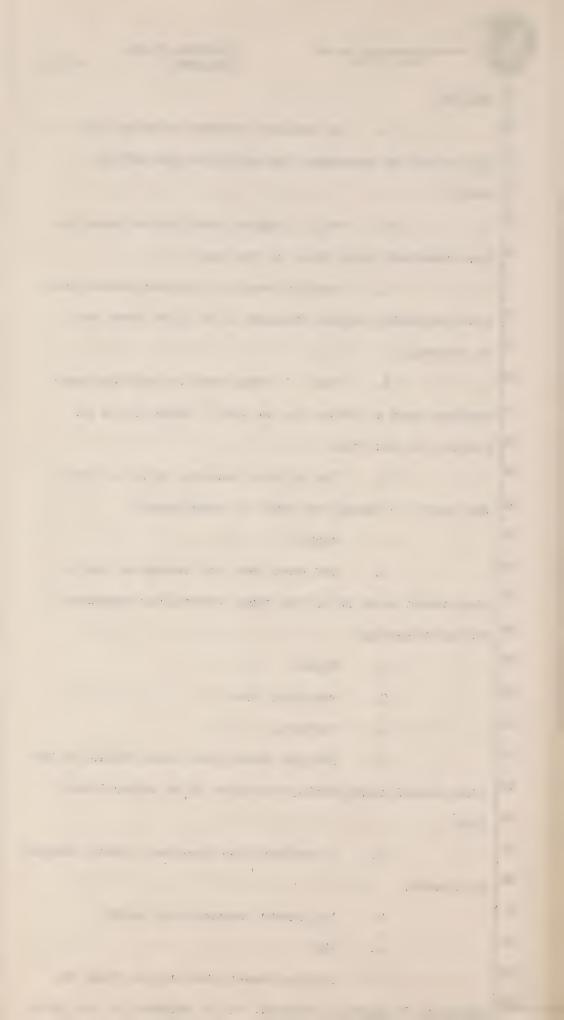
En	C7	4	ch
7717	84	-	DIT

TORONTO, ONTARIO

2

Q. So because you were missing four pilots say in September you would not get off at Snell?

- A. Well I figure four pilots, when you have somebody sick there on the list ---
- Q. Now you recall a dispute around that time regarding paying expenses of a pilot from Snell to Cornwall?
- Yes. I think that we had the legal adviser send a letter for us that I think it is an exhibit in the file:
- Q. The pilots, however, even in 1959 did start to change at Snell in some cases?
  - Α. Right.
- Q. And when they did change at Snell they would send bills for their travelling expenses to the Shipping?
  - Right Α.
  - Q. For taxi fare?
  - Correct. A .
- Are you aware that these bills at the Q. time varied considerably say from \$5 to other times \$16?
- I couldn't say because I never charged A . that much.
  - You never charged that much? Q.
  - A. No.
- Are you aware that at the time the Q. Shipping Federation offered, at no expense to the pilot,



a taxi service from Snell?

A. Correct, but we didn't want the wait there at the Snell Lock or Cornwall, wait for another pilot or similar to Snell Lock, wait maybe an hour and get another pilot with us, well we didn't want that.

- Q. What did you not want? The taxi service or the waiting or what?
  - A. We didn't want the waiting.
- Q. You wanted a taxi service but you wouldn't want the wait?
- A. Well after 14, 15 hours on the bridge and when you come and have to wait an hour, an hour and a half for a taxi there, I don't think that is very good.
- Q. Wasn't the purpose of the taxi service offered by the Shipping Federation instead of you getting whatever taxi you could get, just to avoid that waiting period? The taxis would always be there, available to you?
- A. Well I think when we wanted to have a taxi there, that we could call and get one or call Eisenhower and tell him that we are coming at such a time because we had no way of communication there unless we had Eisenhower to do it for us.
- Q. And that is why the Shipping Federation offered to give you this service organized by itself?
  - A. Yes, I know they offered it.
- Dad in connection withouthis taxi service that the

4 5

. .

Perusse, cr.ex. (Brisset)

10741

2 3

4

5 6

7 8

9 10

11 12

13

14 15

16

17 18

19

20

21 22

23

24

25

26

28

27

29

30

the various charges that were made at the time? A. Well it was some American taxis there

like Cornwall were charging \$8.40 beside the bridge.

Department threatened to cancel the District unless you

took the taxi service offered to you and stopped charging

- Q. When you were using your own?
- Α. Sure. Some American taxis.
- 0.. Isn't it a fact that at the same time, I repeat, things got so bad that the Department threatened to cancel the whole District?
  - Α. Yes.
  - Q. And then after that things got ---
  - Α. Smoother.
- Now Pilot I want to come to the 1962 Q., stoppage of work in other jurisdictions.
  - Well I think it was very easy for us.
- What was your participation, if any, 0. speaking of participation of your Corporation, in the stoppage of work in 1962? By that I don't mean actual stoppage of work on your part but this general stoppage of work that took place on the rest of the River?
- Well we wanted to have, well the same as -- well we wanted to have money like, the earnings the same as for the work we are doing and that was part of the brief and the apprenticeship scheme that we were after.
- Now your President at the time, Mr. Q. Chartier did participate in the meetings with other Corporations or of the Federation did he not?

A. Yes.

Comment of the second of the s

ta tanan aya ke alam aki ta kaban aya ke a sa kaban aya

 $(x_1, x_2, \dots, x_n) \in \mathbb{R}^n$  , where  $(x_1, \dots, x_n) \in \mathbb{R}^n$  ,  $(x_1, \dots,$ 

the second of th

The state of the s

Y COLUMN	R
1	Eng

Enal fal	_
English	. 1

Q. Did you yourself attend at Three Rivers?

A. Yes.

Q. All the members of your Board of Administration did attend?

A. Correct.

Exhibit -- I cannot find the number my lord but I will identify it. I would like to refer you to a letter dated the 6th of April 1962 addressed to the Honourable Leon Balcar and signed by Mr. Andre C. Bedard, President of the Federation and particularly to paragraph 3.

Perusse, cr.ex. (Brisset)

glish 11

ench

English

Q. This letter or telegram, I am not too sure, lists some questions which still had to be settled before the pilots returned to work. Will you quote your Section 3?

## (THROUGH THE INTERPRETER.)

A. Section 3, no date fixed was set by your Department for the enforcement of the apprenticeship scheme Cornwall. We suggest in the spring of 1963.

Q. Am I right to assume, Pilot, that the pilots of other Corporations and Districts were refusing to work in order to assist your own Corporation and obtain these demands?

A. Because the Federation is one body and we are all co-operating each other alltin the Corporations.

Q. In other words the Federation's purpose is to make sure if a Pilotage District has a demand the other pilots in all the other Districts will support him?

A. Not exactly, no.

Q. Not necessarily?

A. No.

Q. But this is what happened in 1962?

A. Because all of the Districts had problems during that time. That wasn't the only one Corporation.

Q. Now Pilot I want to go over some of the specific recommendations for your District, and

and the second of the second o

en de la composition La composition de la

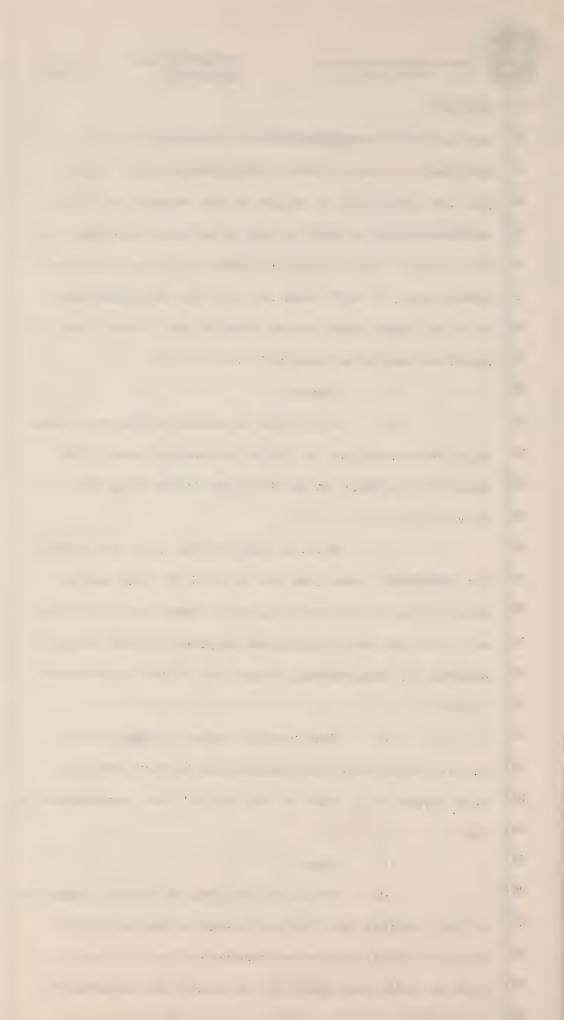
reconstruction of the second o



particularly recommendation No. 2 having to do with wheelsmen for ships over three thousand tons. Now, you have mentioned to us one of the reasons for this recommendation is that in your experience wheelsmen on ocean ships, and I think you particularly mention the Greek ships, I don't know why, but you did, wheelsmen on board ocean vessels when told to put a wheel hard aport or hard astarboard will not do it?

A. Correct.

- Q. Am I right in understanding that since your recommendation is limited to vessels over 3,000 tons the wheelsmen docdo their job if the ship is only 2.500 tons?
- A. Well, a smaller ship like for example the TERNEFJELL that came out of shed 25, that was a small ship, but if that ship would have been 5,000 tons we don't know what could have happened in that current heading for Caughnawaga, coming out of the south shore channel.
- Q. What you are saying is the result of failure to obey your command may be more serious on a larger ship, that is why you put that recommendation in?
  - A. Sure.
- Q. My learned friend, Mr. Mason, suggested to you possibly when you got aboard a ship to pilot in your District you might advise the master when you give an order hard aport or the order hard astarboard you want hard aport or hard astarboard?



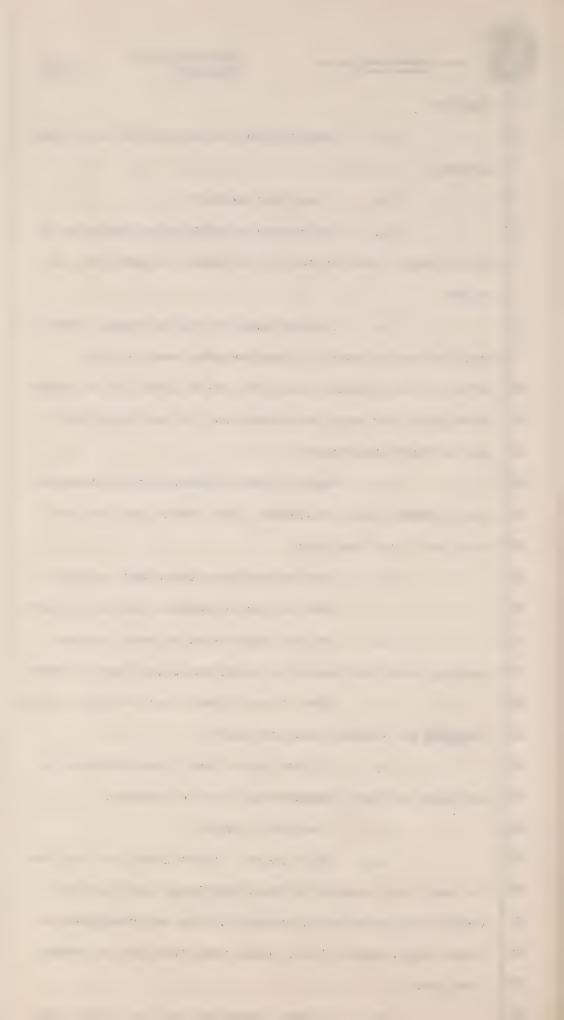


## ANGUS, STONEHOUSE & CO. LTD.

English

A. Yes, but the master is with us on the bridge.

- Q. I beg your pardon?
- A. The master is with us on the wing of the bridge. How can see if the wheel is hard over or
- Q. I would take it from a request from you the master would inform the wheelsman to this effect, for instance, when the pilot gives you an order hard apart and hard astarboard put it hard aport and put it hard astarboard.
- A. Most of the fellows, say for example the LIBERTY ships, telemotor, the wheels are hard and they won't put her over.
  - Q. What do you mean the wheel is hard?
  - A. Some of the telemotors are very stiff.
- Q. Are you quite sure of what you are saying, that the wheels on board ships are hard to turn?
- A. Sure, those Liberty and the Park ships competing the Seaway, they are hard.
- Q. If that is so then I say these ships are more or less disappearing from our waters.
  - A. I wouldn't say so.
- Q. Let's go on. Apart from this failure to obey your command is there anything else that you would like to add with respect to the way wheelsmen on ocean ships handle their wheel when they get an order from you?
  - A. On many occasions when you are in the



is a very good practice.

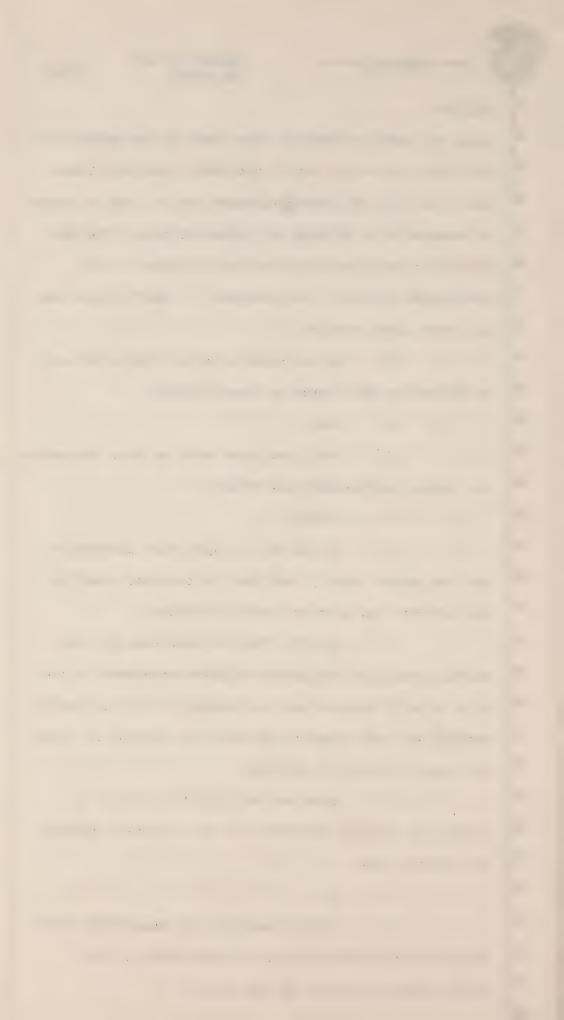
English

7 8

canal the mate or somebody else comes in the wheelhouse and they talk to the man at the wheel, and many times there you tell him portogratarboard and you have to repeat it because he is talking with somebody else. You are handling a ship and there are two or three in the

wheelhouse talking to the wheelman. I don't think that

- Q. Do you agree with me, Pilot, you are an adviser to the master on board a ship?
  - A. Sure.
- Q. Would you agree with me that the master can always countermand your order?
  - A. Surely.
- Q. If you were to give hard astarboard and the master doesn't feel that is a proper order he can say give say give her only 15 degrees.
- Making a wall and the master tells the wheelsman to put only 10 or 15 degrees and your engine is at full speed and you get half speed to get the ship around, he finds out when he runs into the wall.
- Q. Have you had occasion, Pilot, to review the list of casualties in your District between in 1958 and 1962?
  - A. No.
- Q. Are you nevertheless aware that these statistics were prepared by the Department on the basis of the reports made by the pilots?
  - A. Sure



Q. You are aware of that. In other words

1

English

2

4 5

6

8

10

11

12 13

14

15

16

17

18

19

2021

22

23

24

25

26

27

28

20

2930

isn't in the wheelhouse to see how the wheel is, if he

ANGUS, STONEHOUSE & CO. LTD.

the cause of the accident?

TORONTO, ONTARIO

is hard starboard and hard port, maybe you have only
five or ten degrees when the accident happened, and
you are on the bridge and you don't know how much wheel

when an accident happens aboard a ship you are piloting

you make a report to the Pilotage Authority and indicate

A. The cause many times when a pilot

he has got on.

MR. LANGLOIS: I wish to correct a statement made by my learned friend. The pilot doesn't give the casualty report, the cause of any accident.

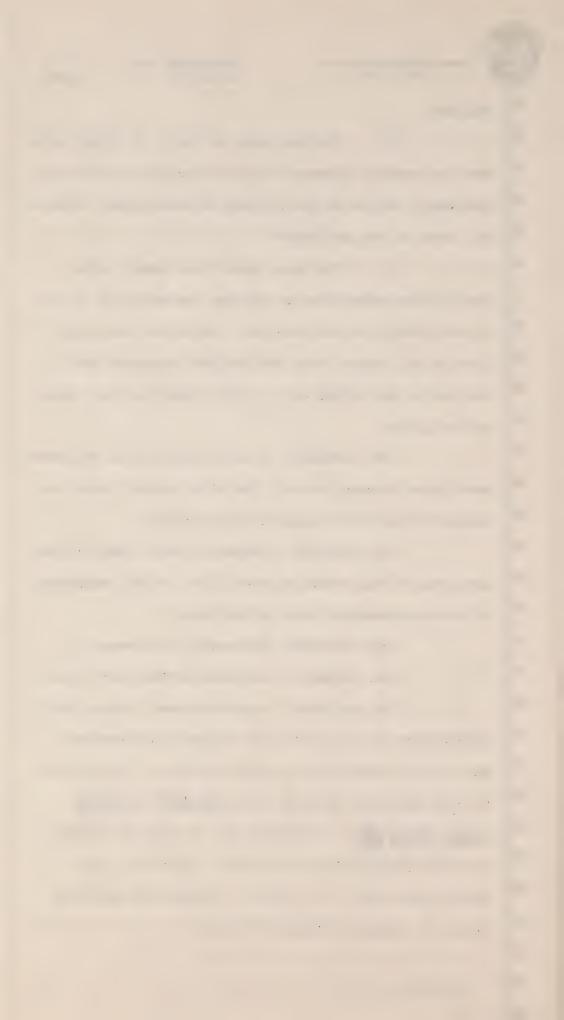
MR. LALONDE: Moreover I would like to draw attention to the evidence given by Mr. Pintal yesterday, it isn't necessarily even an accident.

THE CHAIRMAN: An unusual occurrence.

MR. LALONDE: Something of that sort, yes.

MR. BRISSET: Captain Perusse, during the adjournment we will have a few minutes to ourselves and I would like you to go over the list of casualties in your District, Exhibit No. 747.

number later and I just want you to check my figures of what I will tell you a minute. For 1958 -- you might take a note -- in 1958 I counted 69 accidents in the St. Lawrence Kingston District.



MR. LALONDE: Accidents?

MR. BRISSET: Casualties.

MR. LALONDE: Unusual events.

MR. BRISSET: Q. The list is entitled reported casualties. I only found one which is the 23rd of April, the SUDERHOLM, collision, no competent wheelsman, the only one having a reference under the heading of cause to the wheelsman. In 1959, you will check my figures, there were 91 reported casualties and in seven of these cases you will find reference to the wheelsman.

MR. LANGLOIS: My lord, at this stage, I stand corrected, but I understand that the causes mentioned in this list of casualties is the cause as determined by the investigating officer of the Department, not the pilot.

THE CHAIRMAN: Yes, yes.

MR. BRISSET: Q. Whoever may have determined the cause, I am just quoted what the cause is according to the statistics. You have the 17th of May the GRANADA, wheelsman not following orders; 31st of May, AKTION, order not understood; 4th of June ANOULA, chief officer didn't understand order; 1st of August DORION, order not obeyed; 13th of September SOLVIKEN, wheelsman - that is all there is; 30th of October ANDREA BROVIG, wheelsman not obeying order; November 27th, LAHNSTEIN, inexperienced ship's officer. You see I am giving you the benefit of the doubt, what might be a misunderstanding. Do you agree for the first year of operation

Y \*\*\*

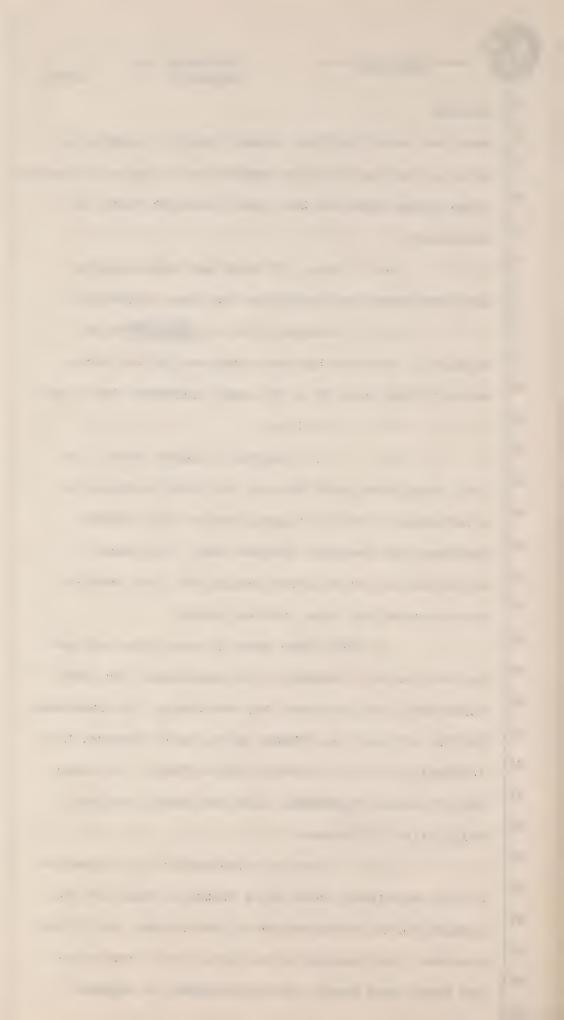
when the Seaway had been opened, used by nobody else before, this was a pretty good record in spite of foreign ships being there for the first time with their own wheelsmen?

- A. Sure. If they had been competent wheelsmen maybe you would have had less accidents.
- Q. Perhaps if we may twant to be sarcastic, if there had been competent pilots there wouldn't have been 84 or 94 other accidents, but I am . .
  - A. Could be.
- Q. . . . playing on words there. In 1961 casualties there is only one in which there is a reference to the wheelsman, 3rd of July, SKAUMA, wheelsman not obeying, scraped lock. All these accidents seem to me after reading the list have to do with scraping locks, hitting piers.

In 1961 there were 21 casualties and none reported as being caused by the wheelsman. In 1962 there were 24 casualties, two mentioning the wheelsman, the 8th of June, the DUNDEE, wheelsman's mistake, hit lock wall; 20th of October, FLYING SPRAY, I am sorry -- 4th of October MALMANGER, slow wheelsman, hit lock wall, Pilot A. Perusse.

A. I was on board below Ste. Catherines and the wheelsman, that was a Norweigan ship and the captain was on the other side of the bridge, and I told him when I was coming to the lock, I told him to put the wheel hard aport, and he put about 10 degrees wheel on it, so I told him, I said hard aport. He

2 3 4



. 1

CAIPT
¥ 1
"ATAR"
WENT OF

1	English
---	---------

ANGUS, STONEHOUSE & CO. LTD.

TORONTO, ONTARIO

2

answered me, yes, I gave her half speed and went into the wheelhouse, I saw he had only 10 degrees wheel on.

Q. Is that particular accident that has mainly been guiding you in your recommendations before the Commission?

A. Not only that, take the TERNEFJELL on the 23rd of October, wheelsman gave the wrong wheel, turned the ship around. This was the TERNEFJELL, the 23rd of October. The Commission was on board.

MR. BRISSET: Perhaps we could adjourn.

14 ---A SHORT RECESS.

--- FOLLOWING THE SHORT RECESS:

MR. BRISSET: Q. Pilot Perusse, have you had time to look over the statistics of the casualties during the adjournment?

> Yes, I did. A.

Let me ask a question: Do you Q. \_ agree with my summary of it or have you something to add?

We could say in many of these cases you know that the pilot -- we were using old waterway, before the opening of the new Seaway, the pilot was steering the ship through the canal. When the Seaway was opened in 1959 many of the pilots were steering their ships going through the canal, when

CC2

3 4

> 5 6

7

8

9

10

11

12

13

15

16

17

18

19

20

21

22

23

24

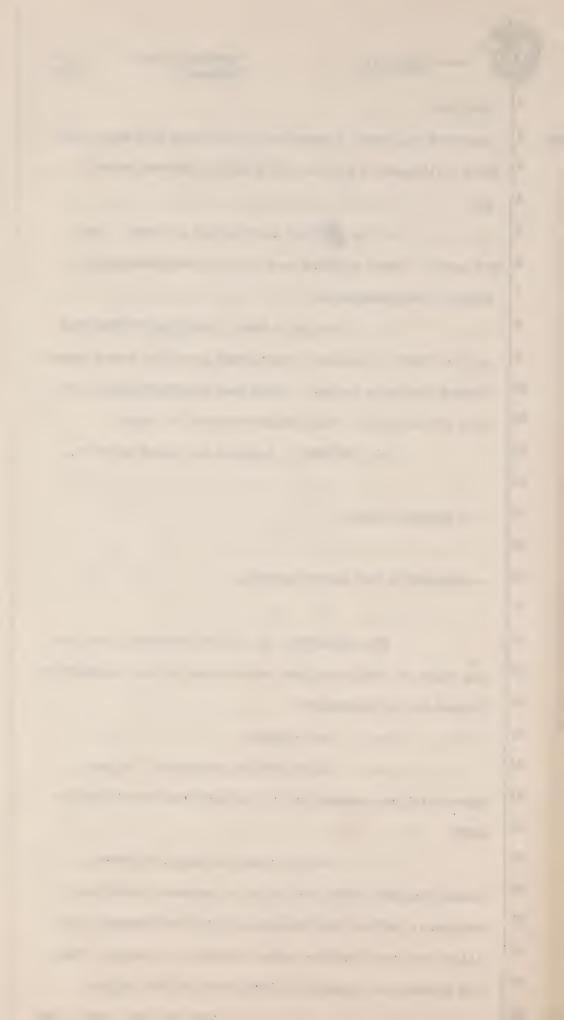
25

26

27

28

29





## ANGUS, STONEHOUSE & CO. LTD.

English

the ships were small. After that the tonnage increased so they couldn't do it anymore.

- Q. While we are on this subject, to make this quite clear there are two types of work you have been doing in your District, particularly regarding the lake vessels, one we call the piloting, but not canaling; in other words you would only do work in the open waters and let the master handle the ship in the canals?
  - A. That is right.
- Q. And when you are piloting ocean wessels you would in all cases do both the canaling and the piloting?
  - A. Correct.
- Q. On this subject of wheelsman, will you tell us generally in what language you give your orders?
- A. Well, we gave them, if it is French we give it to them in French, but if they are English, Greek, or German, Norweigan -- we give them in English.
- Q. Isn't it true there are in fact

  very few French ships going up the Seaway as compared

  to the rest, it is a very small percentage?
- A. Sure, but there is quite a few coming up.
- Q. When you give your orders, say in English to make it simple here, in what manner do you give them? Suppose you want a bit of port wheel, how would you do it?

ANGUS, STONEHOUSE & CO. LTD.

	Α.	What	I	do,	just	about	like	in t	he
navy, you	tell th	em who	eel	por	t 10	degree	es or	port	
15 degree:	s or har	d apor	et.						

- Q. When you don't want hard aport, but simply a bit of port wheel you will say five degrees or ten degrees, you would use the word degrees?
  - A. Right.
- Q. And the number. Is that the general custom as far as you know among pilots in your District to give orders in this manner?
- A. Well, some of them, they might use some other language, but I have never been with them, I don't know what language they are using.

MR. LANGLOIS: What about American ships?

THE WITNESS: American ships, they are

different. You never tell them port or starboard. You

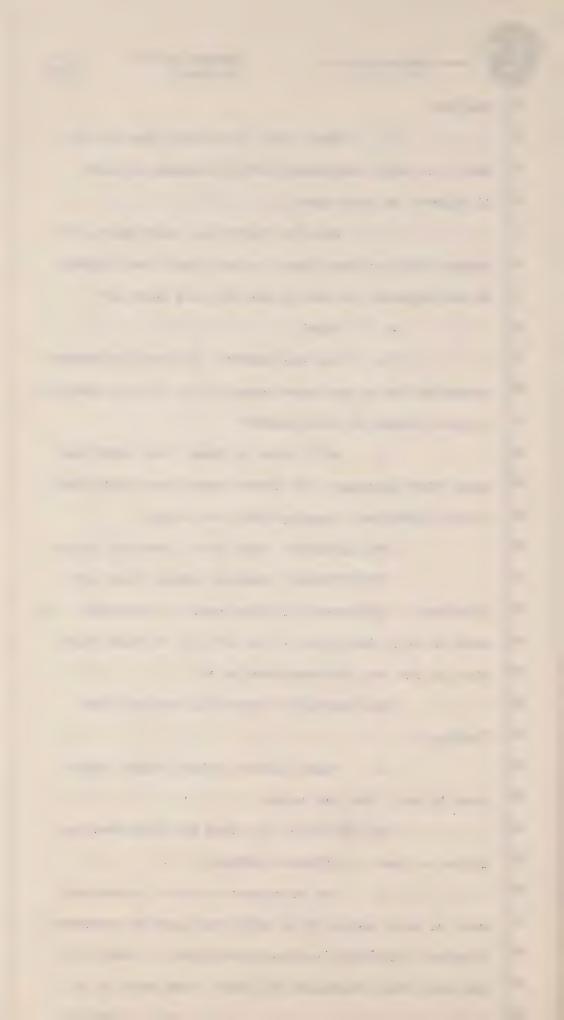
have to tell them right 15 or left 10, or hard right --
that is the way the Americans do it.

MR. LANGLOIS: Don't you use the word "rudder"?

A. Right rudder or hard right rudder -- that is what they are using.

MR. BRISSET: Q. When you have American ships you have a different method?

A. The wheelsman wouldn't understand what we were saying if we told them port or starboard because it is right on the board ahead of them, if you tell them starboard they don't know what it is, and it is right there with an arrow, their righthand





3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29

30

ANGU	S, STONEHOUSE & CO. LTD.
1 Englis	h

English

side and lefthand side.

Q. You told us that the master was generally on the bridge going through your District?

- A. He is on the bridge, but not in the wheelhouse, on the wing of the bridge.
- Q. If you weren't sure of your wheelsman wouldn't you think it a good practice to give your order to the master so that he could relate the order to the wheelsman?
- A. If we ever do that when we are making the locks we will never make them. We will sink the ship before entering the lock.
- Q. You mean it would take too long to say to the master five degrees to port and let him give the order in his own language to the wheelsman?

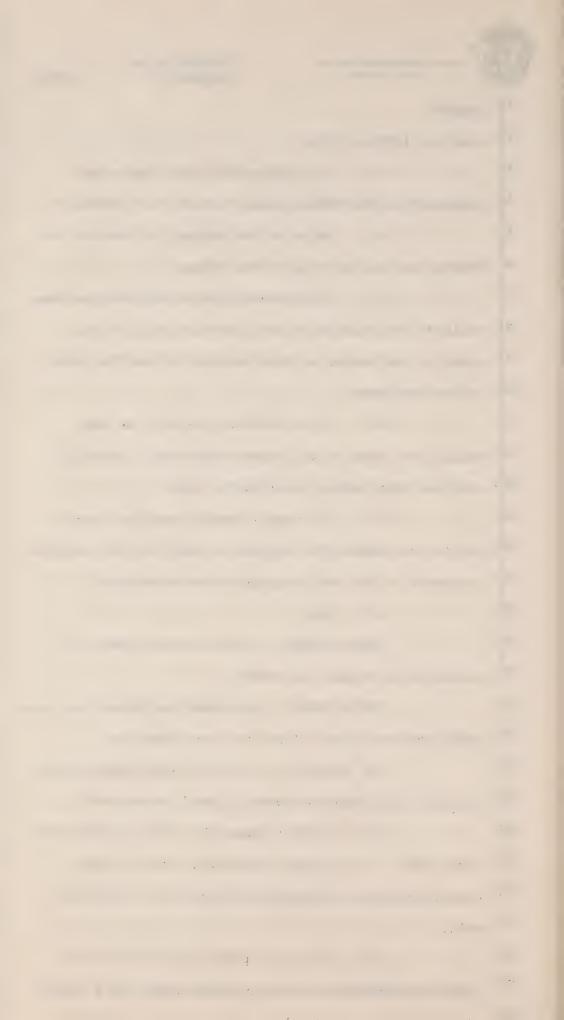
A. Sure.

THE CHAIRMAN: Do you request from the wheelsman he repeat the order?

THE WITNESS: Some times they repeat but they still say starboard and put the port wheel on.

MR. BRISSET: Q. Has it ever happened that the pilot will say port when he means starboard?

- A. I never heard it. When you are entering a lock we you think before you give an order, when your ship is going in, so it won't go into the wall.
- Q. I want to pass on, Pilot, to your third recommendation about apprenticeship and I would like to ask you an unfair question at this stage.



2

3

4

5

6 7

8

9

10

11

12 13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29

30

MR. LALONDE: I object ..

MR. BRISSET: Q. This preliminary remark might tell you you are free to answer or refuse to answer. Would it be fair to suggest Pilot that the system of apprenticeship proposed by your Corporation may have as a motive also the belief that with an apprenticeship system the Corporation will have better control over the pilotage material to come in the District and to make sure that they will join the Corporation?

I don't think so.

Q. You are aware of the experiences in other Districts where pilots now join at a tender age and all sign the Corporation adhesion form, are you not, that all the new pilots in the other Districts that have been admitted as pilots since the Corporations have been formed have to join the Corporation of their District?

> Α. Yes.

MR. LALONDE: At the tender age of 35.

THE WITNESS: They all do.

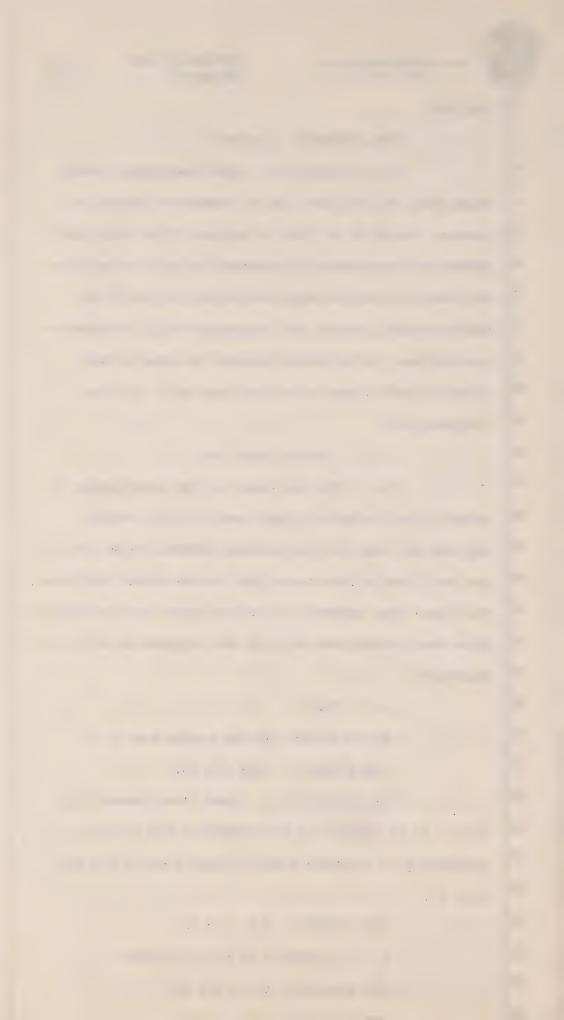
MR. BRISSET: Q. When I say tender age, Pilot, it is because in your District the pilot apprentice is accepted when they are over 16 and not over 25.

THE WITNESS: Not over 50.

Q. According to your proposal .

MR. LALONDE: Is it not 30?

THE WITNESS: Not over 30.



3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29

English

2

MR. BRISSET: An age which is no longer so tender.

MR. LALONDE: The age at which they enter into apprenticeship. This is not the age at which they become pilots.

MR. BRISSET: Now, I pass on to your recommendation No. 4. I take it, pilot, that it directed not at ocean ships?

- A. of the foreign ships.
- Q. Isn't it a fact that those ships that are giving you the most trouble or reason to be concerned in your District are the American lake ships?
- A . I think both American and Canadian lake ships.
- Q. It wouldn't be fair to say mainly the American lake ships?
- A. They only started last year, this year, the American ships.
- Q. Do you mean to say the American large Upper Lakes didn't come into the Seaway until this year?
- A. We had some of them, the HARRY COULBY, the HERBERT C. JACKSON and the LEON FALK JUNIOR and they were using pilots.
- Q. Did you follow from 1957 on the fight carried on by the ocean industry in connection with the proposed pilotage legislation in the Great Lakes?



English
---------

4

5

6 7

8

9 10

11 12

13

14 15

16

17

18

19

20 21

22

23

24

25

26 27

28

29

30

A. No	), ,	I	di	dn	8 t	o
-------	------	---	----	----	-----	---

I pass now to your recommendation No. 5 Am I right in assuming again this recommendation is not directly at ocean yessels?

A. No, because they are foreign vessels. They are compulsory.

Q. Now let us pass on to recommendation No. 6 in which you ask for a clarification of the place where the relief of pilots should take place.

Speaking personally, and as President of your Corporation, Pilot, would you be agreeable to the relief of the pilot being affected by motorboat at St. Regis Island where it would be possible to do it with the same taxi service being provided to return the pilot to Cornwall or to take him from Cornwall to the point of embarkation?

I agree there to go as far as our District is concerned, the limits.

Q. What I am asking is would you be in favour of the relief being made at that particular spots by boat?

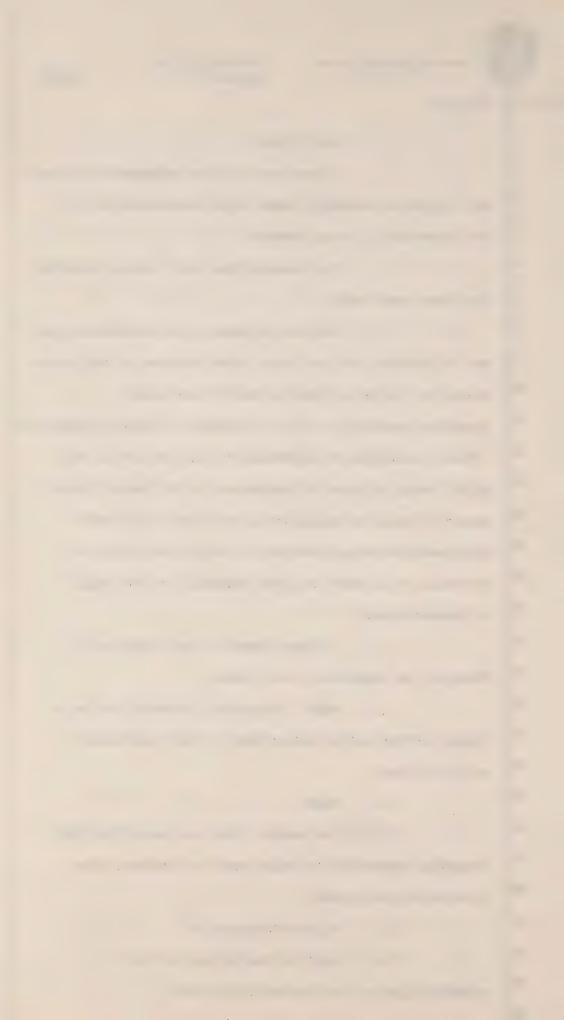
Sure.

You would. Are you aware that the Shipping Federation in years past had offered this service to the pilots?

A. To our Corporation?

Q. Well to the pilots in the circumscription, in the two Districts?

A. Yes. To which districts?



English

rugits

- Q. The are the Districts?
- Q. It would apply, of course, to both your District and the Upper District because it applied to both the pilots being landed or the pilot being embarked?
- A. I don't think our Committee heard about that and there isn't anything in writing.
- Q. Now in connection with your recommendations 7 and 8, I take it Pilot that these two recommendations, as well as your recommendation No. 9, contemplate in fact a closer co-operation between the pilots and the Seaway Authority?
- A. Yes, concerning the traffic, when we are coming down or up so they will give us the situation. What is going around the locks or in the canals so we can adjust the speed accordingly.
- Q. You appreciate, of course, that the building you are asking for at the St. Lambert Lock would have to be built on Seaway property?
- A. Sure. Well we have a trailer now which is right in the Seaway property so I think they should build a decent building there for the pilots.
- Q. In other words, what you are recommending in fact is that the Seaway Authority provide better accommodation for the pilots that are serving the Seaway system?
  - A. Correct.

THE CHAIRMAN: At Snell are you provided with some facilities there?



2

1

3 4

5 6

7

8

9

10 11

12 13

14 15

16

17

18

19

20 21

22

23

24 25

26 27

28

29

30

THE WITNESS: At Snell Lock they had the Secretary's office and they moved them to Massena and they give us the whole office there and they bought chairs, armchairs and settees and everything so we could lay down.

Q. You wouldn't mind abandoning these facilities to have the relief of the pilot effected at St. Regis Island by boat?

Well if you are on St. Regis Island you will have one there which is close to the pilot boat.

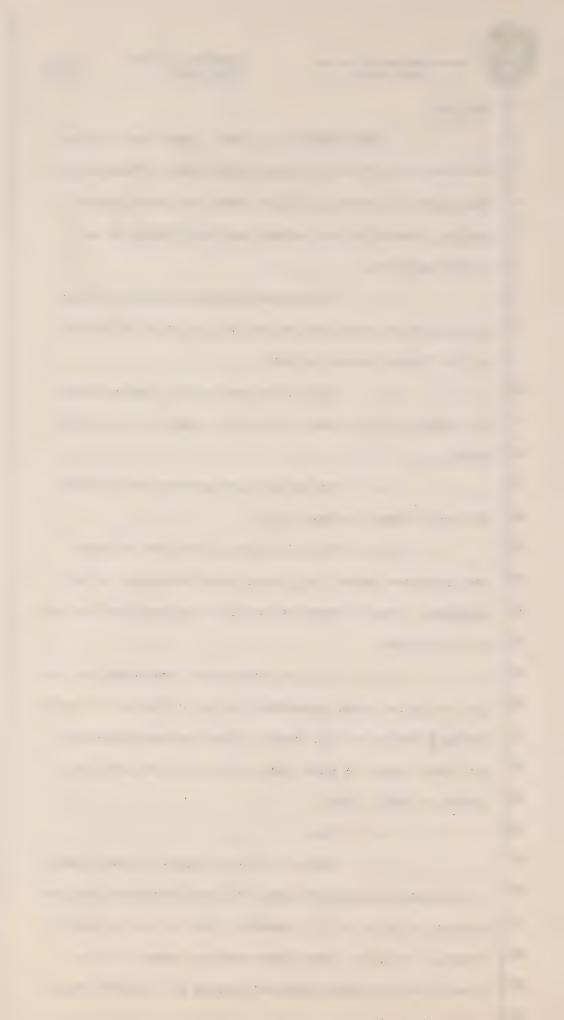
Q. You would want another facility to be built there for your use?

A. Well I figure if we have to wait two or three hours for a ship there in rain, or bad weather, I don't think we should stand outside and wait for the ships.

Q. Am I to understand from what you say you would be quite agreeable to the relief of the pilot being affected at St. Regis Island by boat provided you are given the same facilities that you are now given at Snell Lock?

A. Yes.

While on this subject of the change of pilots, the western limit of your District and the change of pilot at St. Lambert, you led us to understand, I believe, that there was no reason why you should do this extra work of taking St. Lambert ships at the approach wall and at the western limit to it,





3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

English

those additional six miles?

ANGUS, STONEHOUSE & CO. LTD.

A. Well I don't think our District should take the overlap. You take the Upper District, District No. 1, their limit is at St. Regis Island but their tariff is from the Snell Lock, so if they go below Snell Lock they have to get more money for it because the tariff is right from the Snell Lock, in the Snell Lock.

- Q. However Pilot speaking of distance, is it not a fact that your distance that you have to transit in your District is only 83 miles as compared to the 103 miles to be piloted by the Upper District pilots?
- That is right, but we have to take into consideration if you board the ship below St. Lambert Lock you have five locks to make and they have only two to make for an upbound ship.
- Q. As far as the rates are concerned, am I right in thinking that the rates are the same for both the Upper District and the Lower District?
  - The tariff? A.
  - Q. The tariff?
  - A. No, I don't think it is the same,

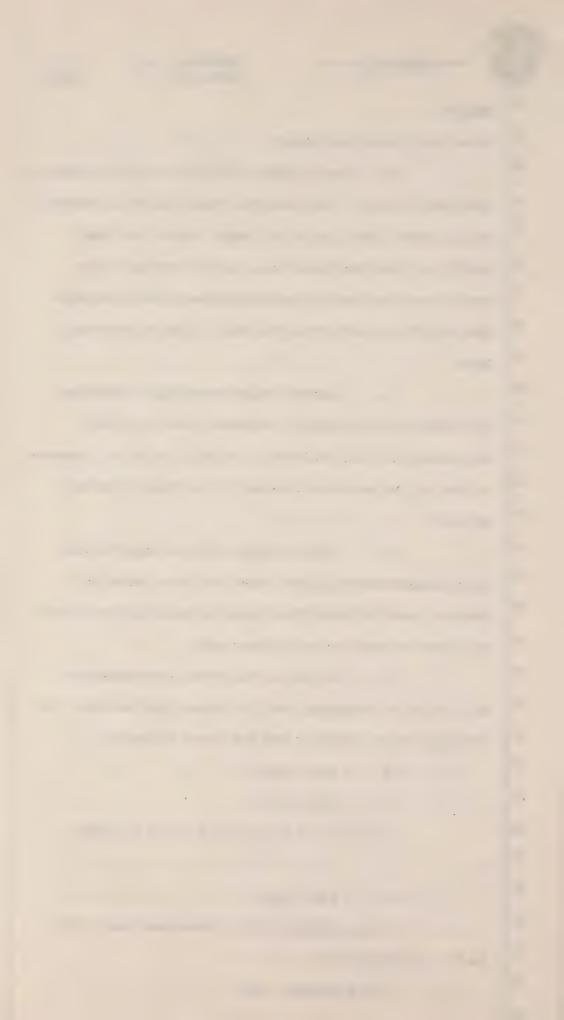
no.

- Q. I am sorry.
- MR. LALONDE: Do you know what the tariff is in your District?

THE WITNESS: \$160.

MR. LALONDE: Do you know what it is in District

29





No. 1?

THE WITNESS: \$200.

Q. The \$200 tariff in District No. 1 of the Great Lakes, to put the matter straight, is all inclusive, the pilot boat, the service furnished by the pilot and other items of expense? · to

A. That is right. They have/pay all their own expenses.

Q. Now Captain just one more question. Going back to the Corporation setup, has there been any of the pilots in your District that have expressed the wish to cancel their Power of Attorneys since your Corporation was formed?

A. Sure, but the Corporation, By-Law No. 1 provides that it will have to be with the consent of the Board of Administrators.

Q. And I take it that in all cases where pilots have expressed this wish the Board of Administration has refused?

A. Right.

MR. LALONDE: How many cases have there

THE WITNESS: One case and he must have read the Corporation before he asked to come in the Corporation. Hellende it before.

Q. Is that the case of Pilot George Downey to which there is a reference in the memorandum or the brief submitted by the Shipping Federation?

A. Correct.

2

3 4

5

6

7 8

9

10 11

12

13

14

15

16

17

18

19 20

21

22

23 24

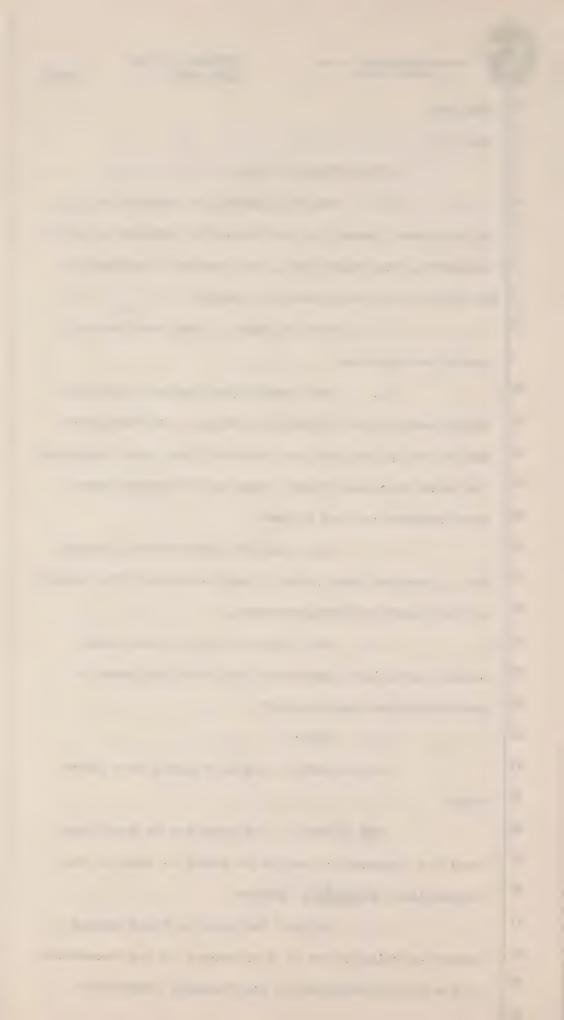
been?

25

26 27

28

29





3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

#### ANGUS, STONEHOUSE & CO. LTD.

English	En	gl	1	S	h
---------	----	----	---	---	---

almed a	176	الد و	 2	2

- Q. This led to litigation didn't it?
- A . Pardon me?
- Q. This led to litigation between the Corporation and the pilot concerned?
  - Well I don't think so.
- Anyway that was at a time when you were not the President of the Corporation?
  - A. No.
- Just one question I want to raise with you that rather surprised me. You stated at one stage that according to your knowledge there was only 10 Canadians holding foreign-going masters! certificates?
- A. No. I said -- they were asking me how many ships were under the Canadian Registry. I said 10.

MR. LAIONDE: Foreign-going ships.

THE WITNESS: Foreign-going ships.

- Q. You don't mean to say by that that there are only 10 Canadians holding foreign-going masters' certificates?
  - A. Oh no, I wouldn't say that.

Q. I don't know if this question was

#### 23

# 24

ench

# 25

### 26 27

## 28

#### 29

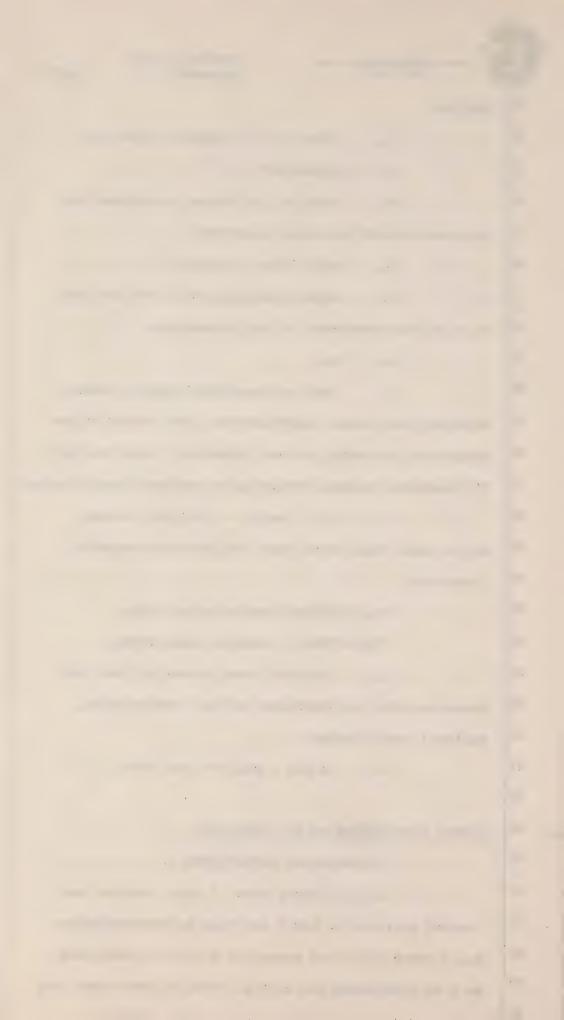
30

covered previously, but I get back to recommendation No. 5 where the first voyage of a ship is mentioned. Am I to understand you want to refer to the first trip

(THROUGH THE INTERPRETER.)

of a vessel or the first trip of a ship master?

DIRECT EXAMINATION BY MR. LANGLOIS:

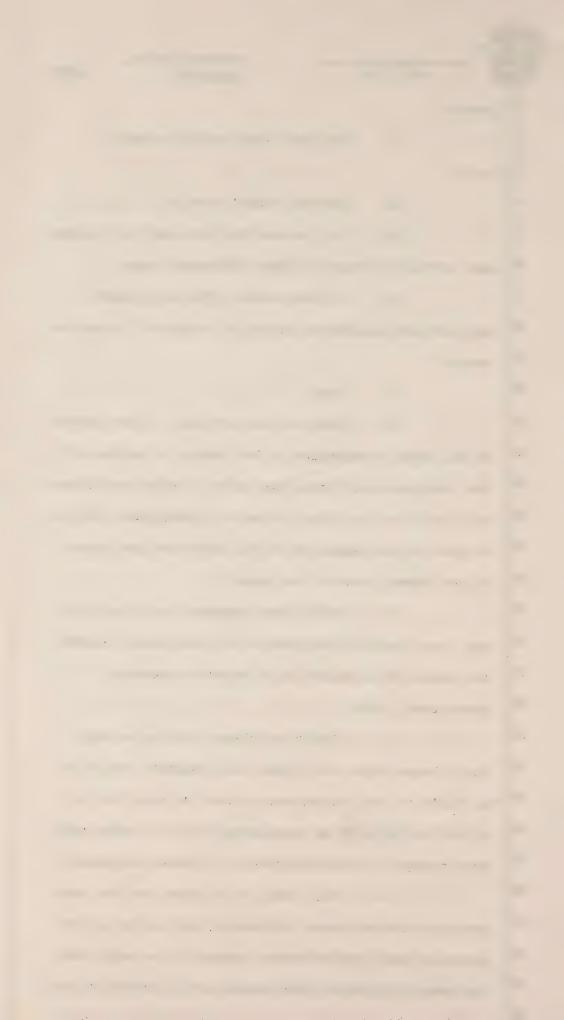




French

A. No, the first trip of a ship master.

- Q. Not the vessel itself?
- A. No, because the ship may have traded many different times but with different crews.
- Q. Or vice-versa. The ship master may have accomplished a number of trips but in another vessel?
  - A. Yes.
- Q. And now this morning, in the course of the cross-examination by Mr. Mason, he mentioned the time you were a mate and pilot. Could you please tell us if at that time you were an additional officer or mate on the vessel or if you were part and parcel of the normal crew of the vessel?
- A. Well I was assigned on the article and I was part of the crew but at that time I already had passed my examination in order to become a provisional pilot.
- Q. Could you please tell us on what basis these mates and pilots were chosen? Was it on the basis of past experience as was the case for you or on the basis of an examination that the mate would have passed? An examination in pilotage previously?
  - A. No. Most of the time for the mate and pilot he was asked references, and so far as his previous work with different companies and with the reference of another ship master well they would find out if he had the required capacity to become a pilot





2 3

4 5

6 7

9

10

8

11

12 13

14 15

16 17

18

19 20

21 22

23

24 25

26

27

28 29

30

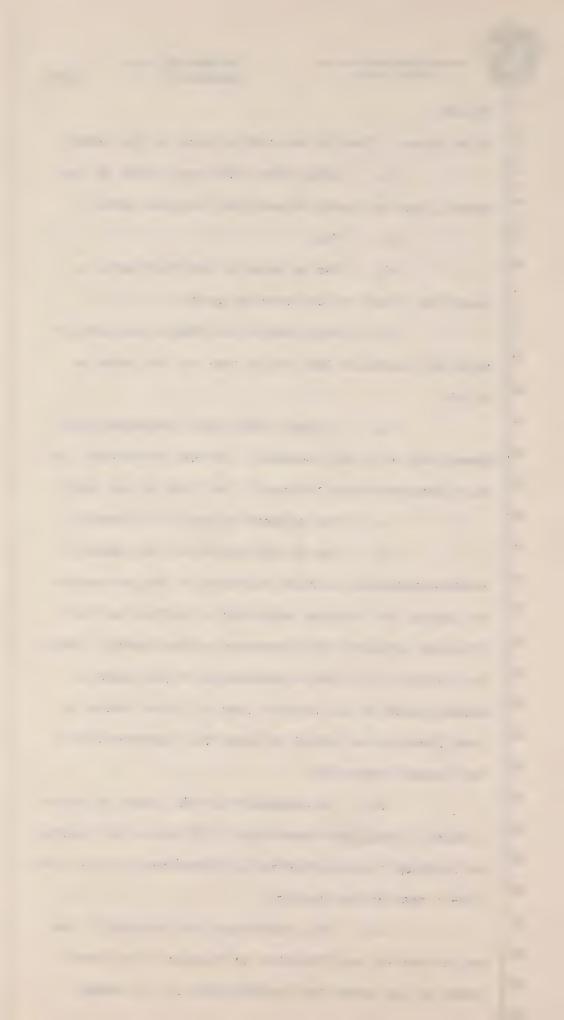
French			

on the River. Then he was made a pilot on the vessel.

- Q. Aside from piloting outside of the canals, was he forced to work as a regular mate?
  - Yes.

TORONTO, ONTARIO

- Q. Was he usually the first mate on board the vessel or an inferior grade?
- A. Well most of the time he was the 1st mate but sometimes they would take the 2nd mate as pilot.
- Q. Perhaps I did not understand your answer very well this morning. \$30 was mentioned. On what basis was this \$30 paid? Per trip or per day?
  - A. Per transit or part of a transit.
  - Q. Now in the course of Mr. Mason's cross-examination mention was made of the pertinence of having the Pilotage Authority -- to have as the Pilotage Authority the Authority of the Seaway. Sould you please tell us what percentage of your work is accomplished at the present time in those limits of your District and which is under the jurisdiction of the Seaway Authority?
  - A. As compared for the number of hours I think I would say there is a 50/50 ratio but insofar as pilotage is concerned we have more work in the River itself than in the canals.
  - Q. If I understand you properly, the major part of your District is located in the area which is not under the jurisdiction of the Seaway Authority?



French

2

3

4 5

7

8

6

9 10

12

11

13 14

15

16 17

18

19 20

DD2 21

22

26

23

24

25

28

27

29

30

A. Yes.

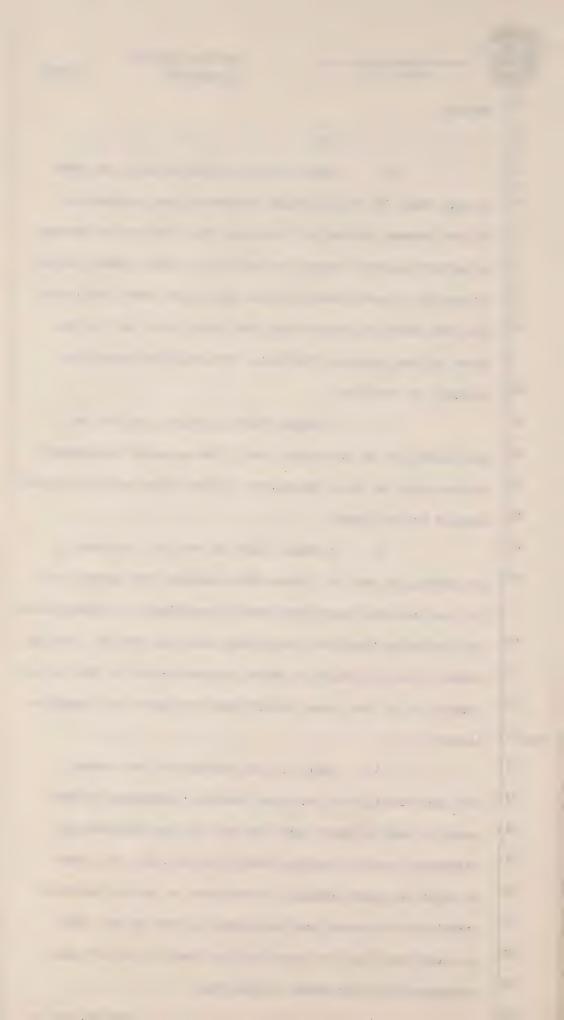
Q. Now Pilot is it not a fact, or true to say that if the Pilotage Authority was entrusted to the Seaway Authority, because this Authority exerts a certain control over the traffic in the Seaway, would it not be a good idea also to reach the same conclusion for the Harbour authorities who also have, as is the case in the Montreal Harbour, jurisdiction over the control of traffic?

A. I think that pilotage, so far as our District is concerned, well the general recommendations that we have submitted in the brief of the pilots should be followed.

Q. I think that it was Mr. Brisset, I am sorry, it was Mr. Mason this morning who asked you if you had ever been involved in accidents or casualties or incidents whatever resulting from the use of landing booms. Did you want to refer to accidents to the vessel itself or to the crew itself when you gave a negative answer?

A. Well it was damage to the vessel, not necessarily to the crew because sometimes we may come in near a wharf and the man who is supposed to disembark on the landing boom does not get off, and we have to start again. Oftentimes we have a certain speed on our vessel and we expect a man to get off, to take the line in front and he doesn't get off and consequently this makes accidents.

Q. Also during the cross-examination by





3

4

5

6

7

8

9

French

Mr. Mason reference was made to your recommendation No. 4 in which it is suggested that the pilots should have a daily knowledge of the maritime situation. Is it not true that whenever you make this statement to support recommendation No. 4, you are referring not only to aids to navigation but also to the traffic conditions?

A. Yes.

TORONTO, ONTARIO

- Q. So far as density is concerned and also the general direction of that traffic?
  - A. Yes.
- Q. Is it not a fact also that when an aid to navigation is displaced or is in bad working condition in your Pilotage District, that the Notice to Mariners through radio is broadcast only within that District because it is an aid to navigation which is only of local importance?

Yes. A.

Is it not true to say then that if the vessel at that time is outside the District that it won't receive, through radio-telephone or through telegram the information that there is a Notice to Mariner being broadcast?

A. Yes.

Now during the cross-examination by Mr. Brisset reference was made to penalties that should be imposed by the Seaway Authority against the pilot aside from assessing penalties against the vessel itself and mentionwas made also of the levying of such penalties by the Pilotage Authority. Is it not a fact

10 11

12

13 14

15

16

17

18 19

20

21

22

23

24

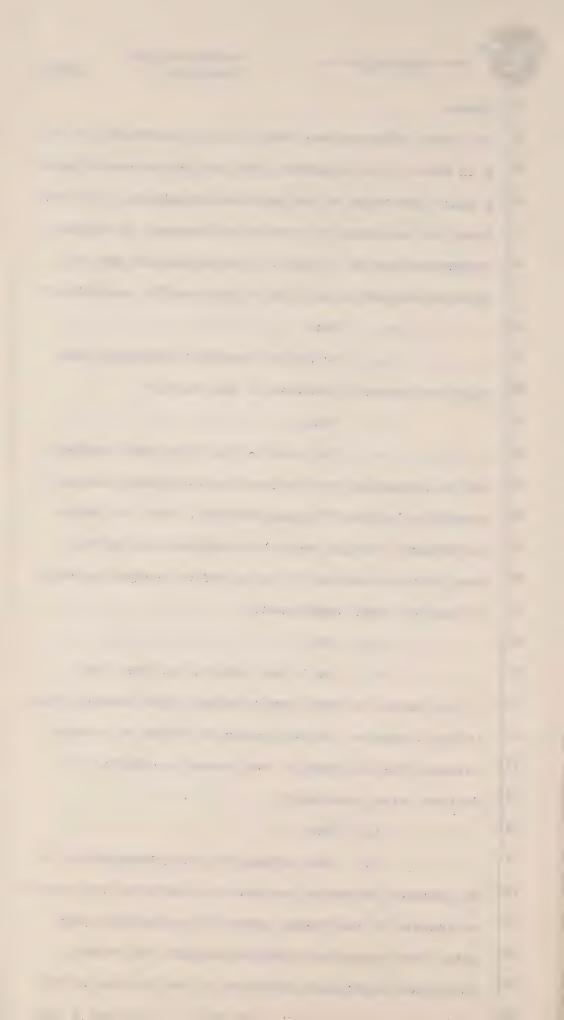
25

26

27

28

29





French

ANGUS, STONEHOUSE & CO. LTD.

that the Pilotage Authority does not levy penalties to pilots unless the breach gave rise or results in an accident to the vessel?

A. Yes. The pilot must be involved for that. He must be blamed for the accident.

THE CHAIRMAN: I think Mr. Langlois that we have had an example of a case where there was no accident to the vessel, a few days ago and this example was given by Captain Lavoie a few days ago here where he was penalized while in the Montreal Harbour. He did not obey the orders of the Harbour Master. He turned at a place where it was absolutely prohibited to turn so he was levied a fine of \$40.

> MR. LANGLOIS: There was no accident? THE CHAIRMAN: No.

MR. LALONDE: Perhaps it was a bad ruling your lordship.

MR. LANGLOIS: I think it was a decision or a ruling which was ultra vires before the Pilotage Authority. It is regrettable for that poor pilot that his counsel was not told about that because he certainly would have appealed that ruling.

THE CHAIRMAN: He gave the evidence that when he paid the penalty or fine he no longer had his counsel.

Q. A question which might make you say a truth which is ellevident but Mr. Brisset talked this morning about the By-Laws in order to determine or establish certain rest periods in your District. Do

4 5

6

2

3

7 8

10 11

9

12 13

14

15

16

17

18 19

20

21

22

23

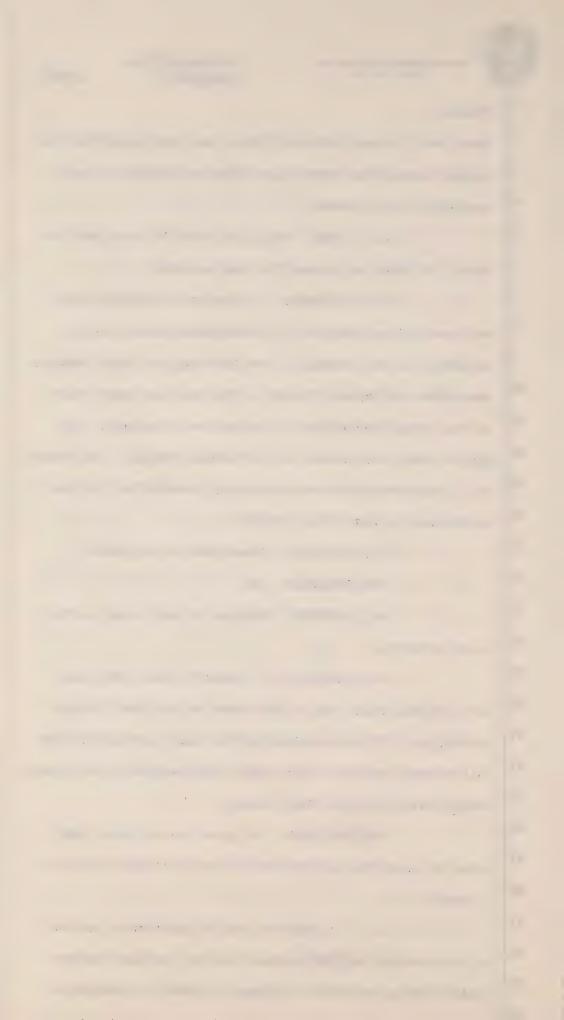
24

25 26

27

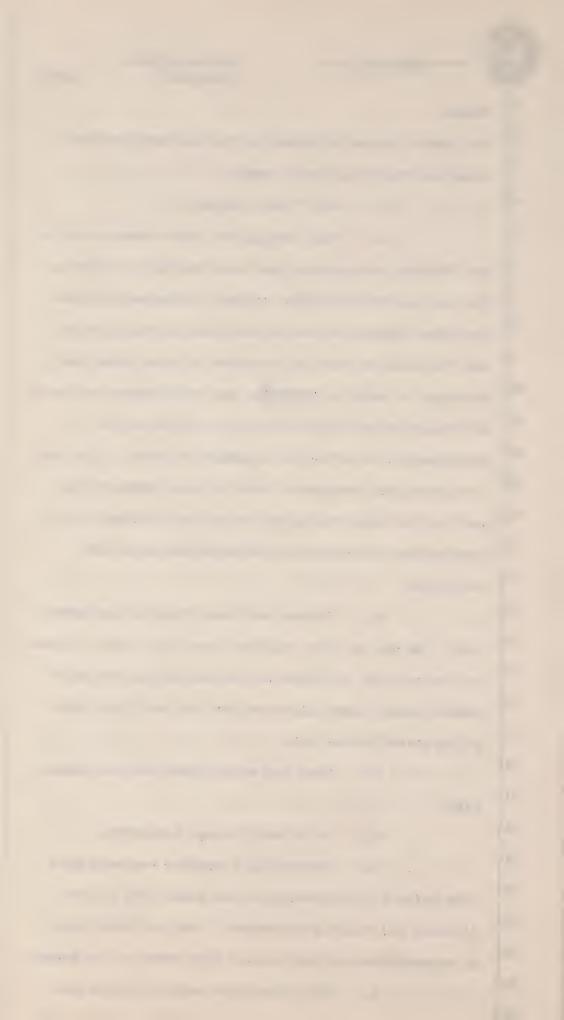
28

29



you need a By-Law in order to find out when you are tired and that you need a rest?

- A. No, I don't think so.
- Mr. Brisset, during his questions the way in which he put his questions he made you say, in my own opinion, that the Corporation could fall back on the pilot as was the case for the one who more or less broke the stoppage of work of 1957. The way the Corporation could act would be not to put the pilot's name on the assignment list after the stoppage of work. Is it not true that this assignment list in your District, as well as in other Districts, is not established by the Corporation but by the Pilotage Authority or its delegates?
- A. He was not taken from the assignment list. He was on there all the time but at nine o'clock in the morning, and nine in the evening, as he had a better place, lower place on the list well the other pllots passed before him.
- Q. Then who establishes the assignment list?
  - A. Well the Pilotage Authority.
- Q. Previously a mention was made also that prior to the opening of the Seaway the pilots directed all vessels themselves. Do you think this is accomplished at the present time even in the Seaway?
- A. Yes, there are certain pilots who order the wheel, and the Seaway while the pilots won't





2

3

4

5

6

7

8

9

10

11

12

13

14

15

6
2
7
a A Tallo
4
EMB

French

ANGUS, STONEHOUSE & CO. LTD. TORONTO, ONTARIO

steer the vessel even in the canals and when this started in 1958 there was some small vessels and the pilots were steering most of the time and now that the tonnage of the vessels has been increasing all the time well this practice has been abandoned.

Q. Is it not true to say that especially for the first years, or the first year that the Seaway opened that it was more or less the general practice for pilots to steer the vessels themselves?

> Yes. A .

Don't you think that is a reason why Q. there was such a small number of accidents as was mentioned by Mr. Brisset this morning?

A. Yes.

MR. JACQUES: How many times have you yourself steered your own ship during the first year that the Seaway was opened?

THE WITNESS: Will you speak in French please?

## CROSS-EXAMINATION BY MR. JACQUES:

(THROUGH THE INTERPRETER.)

How many times did you yourself steer your own vessel during the first year of the opening of the St. Lawrence Seaway?

A. Well I did so many times I couldn't tell you all the trips because I performed 121 the first year.

Q. Could it be said that out of the

16 nglish

17 18

19 rench

20

22

21

23

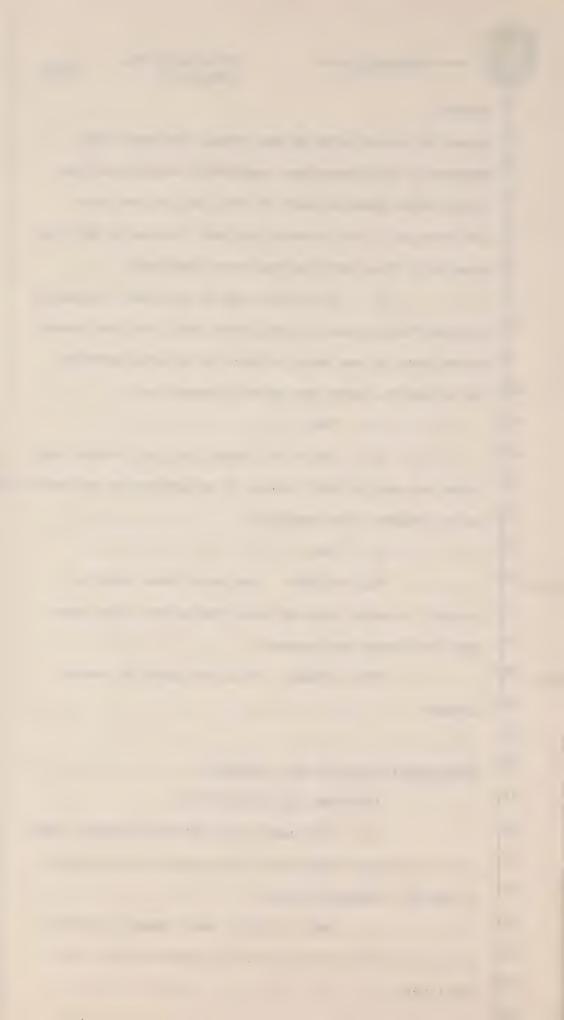
24 25

26

27

28

29



1	
-	
_	

4 5

6

7 8

10

11

9

12 13

1415

16

17 18

19

20

21

22

2425

26

27 28

29

30

French		

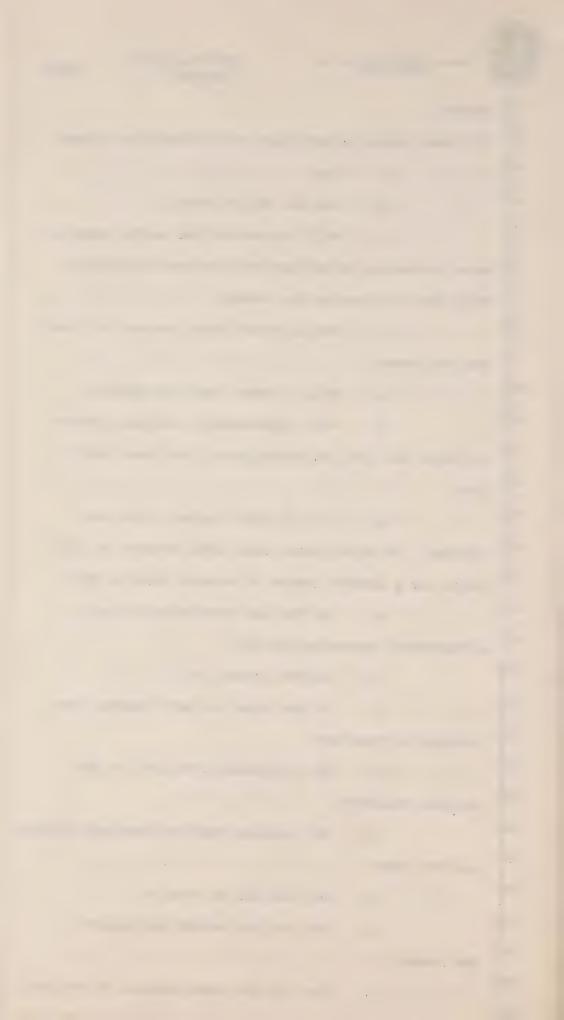
ANGUS, STONEHOUSE & CO. LTD.

121 there would be more than half in which you steer?

- A. Yes.
- Q. And the second year?
- A. Well the second year as the vessels were increasing in tonnage, well we were abandoning this idea of steering the vessels.
- Q. And the second year how many of them did you steer?
  - A. Well I cannot tell you exactly.
- Q. Well approximately the same number of trips that you had accomplished the first year?
- A. No. In 1960 the two parts were divided. We accomplished less trips because in 1959 there was a greater number of vessels than in 1960.
- Q. In 1960 how many trips did you accomplish? Approximately 120?
  - A. In 1960 around 100.
- Q. At that time you were trading from Montreal to Kingston?
- A. Up to November 17th 1960 it was Montreal-Kingston.
- Q. So I suppose that you were not steering all the time?
  - A. No, only in the canals.
  - Q. What do you include as canals?

The locks?

A. Yes, at the locks because it was much wider than the old ship channel but arriving at the lock

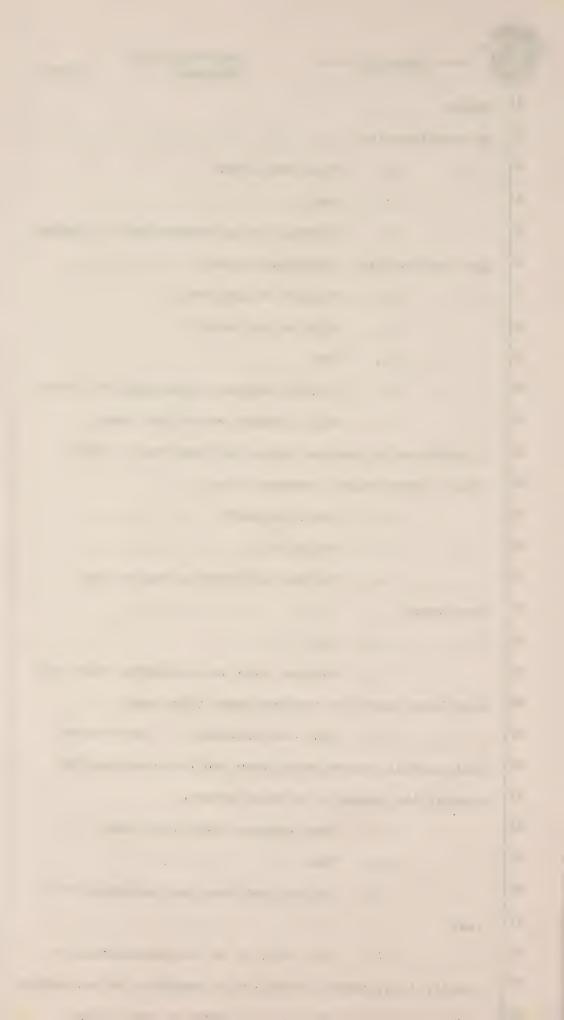


ANGUS.	STONEHO	USE	Bt.	co.	LTD
	TORONTO.				

	TORONTO. ONTARIO (Jacques) 10770									
1	French									
2	we were steering.									
3	Q. So in the locks?									
4	A. Yes.									
5	Q. It would be so between the St. Lamber									
6	Lock and the Ste. Catherines Locks?									
7	A. No, not in the canal.									
8	Q. Only in the locks?									
9	A. Yes.									
10	Q. In 1961 how many times did you steer									
11	A. Well I didn't write that down.									
12	I didn't write downthe number of times but in 1961,									
13	3 162, I don't think I steered often.									
14	Q. And this year?									
15	A. Not at all.									
16	Q. You did not steer a single time									
17	this year?									
18	A. No.									
19	Q. Did you have any accidents which may									
20	have been caused by the wheelsman this year?									
21	A. Well not accidents. I have known									
22	that certain orders were given and the wheelsman did									
23	exactly the opposite of these orders.									
24	Q. That occurred then this year?									
25	A. Yes.									
26	Q. You did not have any accidents this									
27	ve2n?									

a wall, if we were to wait for an accident before making 29 a report, I think that we will have to stay at the 30

A. No. Well if we are approaching to



reports.

4 5

6 7

8

9

10 11

12

13

14 15

16

17

18

19

20

21

22

23

24

25 26

27

28

30

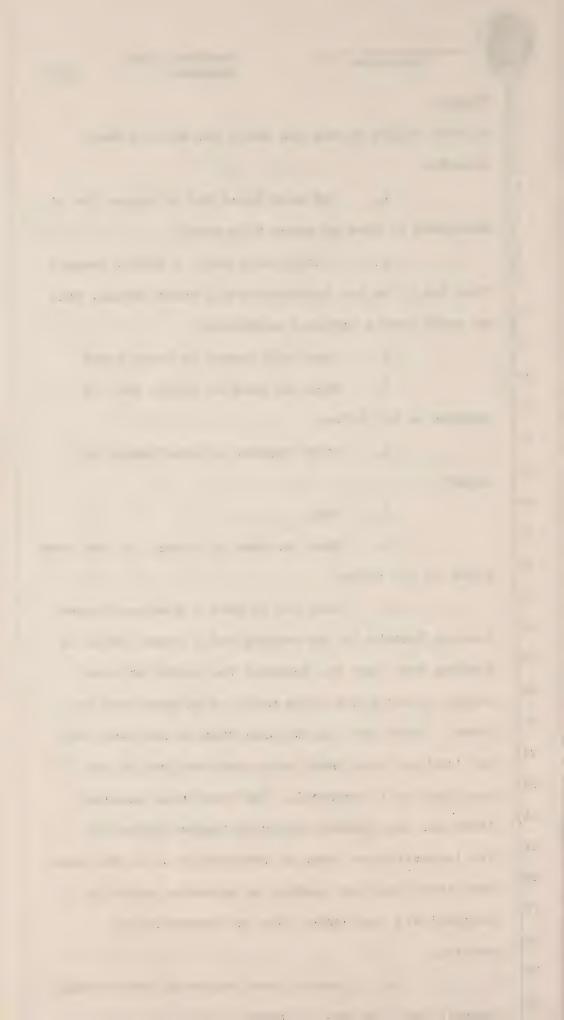
29

0. . How many times did it happen for a

wheelsman to make an error this year?

pilots' office during the whole day writing down

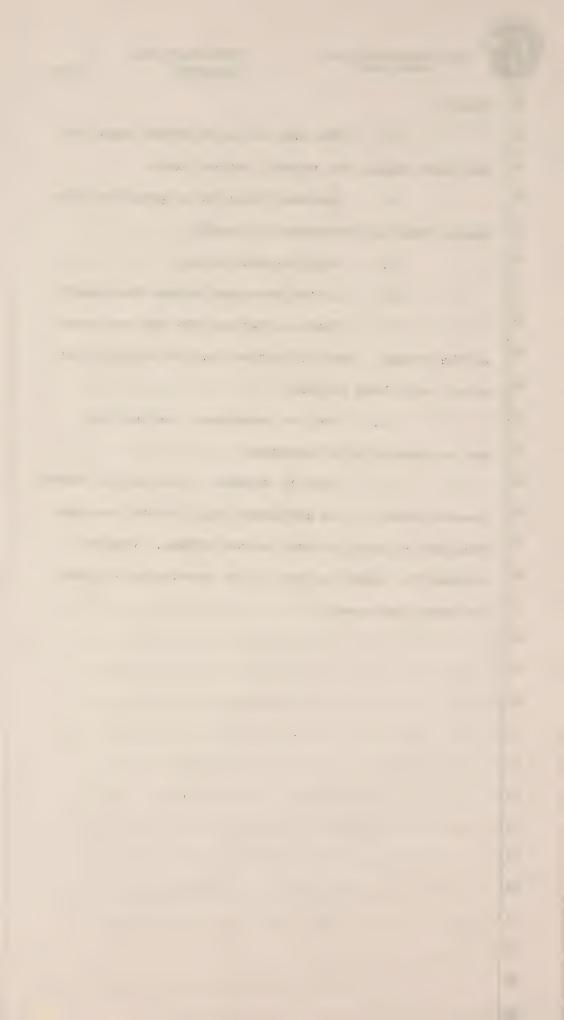
- I can't tell you. I didn't compute A. this but if we had to calculate all these things, well we would need a personal secretary.
  - Q. Does this happen on every trip?
- When the crew is tired, yes, it happens on all trips.
- Q. So it happens on practically all trips?
  - A. Yes.
- Q. When the crew is tired. Is the crew tired on all trips?
- A. Well let us take a downbound vessel leaving Toronto in the evening and a vessel which is trading down Cape St. Varennes for eight, or nine hours, or ten hours at the most, so he goes into the River. These men did not have time to rest and they are told to be at their watch and they get in the canal and up to Montreal. The same thing happens, there are many vessels going to Longue Pointe for the inspection and they go immediately up in the canal even those who were loading or unloading cargo in Montreal and they enter into the Seaway in the evening.
- Q. Does it ever happen in ocean-going vessels that the crew is working onmeargo?



they work

Α.	The	y did	not	work	on the	cargo	but
taking	the	vesse	1, a	nd so	forth.		

- Q. Now when the crew is going into the Seaway does this crew work by watch?
  - A. Well the crew is up.
  - Is the wheelsman always the same?
- A. They are two and the one who works on the bridge. When it is time for him to go to the wheel, well then he goes.
- Q. And the wheelsman, for how long does he remain in his position?
- A. Well it depends. Such as the German vessels there is one wheelsman only for the lock and this man is going to work on the bridge. When he reaches the lock, he goes to the wheelhouse in order to steer the vessel.



Perusse, cr.ex.
(Jacques)

10773

a de la companya de l	V	R
B/RPS	1	Fin

2

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29

CRIPT

Fr	_		_	2_
Hills	a	n	$^{\circ}$	r

Q. On the other vessels, British vessels for example?

A. Well, it is all bad.

Q. Is a wheelsman fourteen hours at a time or four hours or two hours?

A. All this depends. They don't have any watch in the canal. It is not like the ocean, open sea.

Q. So there is no changeover of wheelsman?

A. Yes.

Q. When is that changeover done? How long does the wheelsman stay there?

A. I don't know. I am not there watching all the time. He may be there one hour or two hours.

Q. So you don't know, you are on the bridge and the wheelsman is changed and you can't notice it.

A. Well, it is at night and I am not on going to turn the lights/to find out if the wheelsman is by.

Q. You never go into the wheelhouse?

A. I am on the bridge, I am manoeuvring the vessel. I don't go in the wheelhouse.

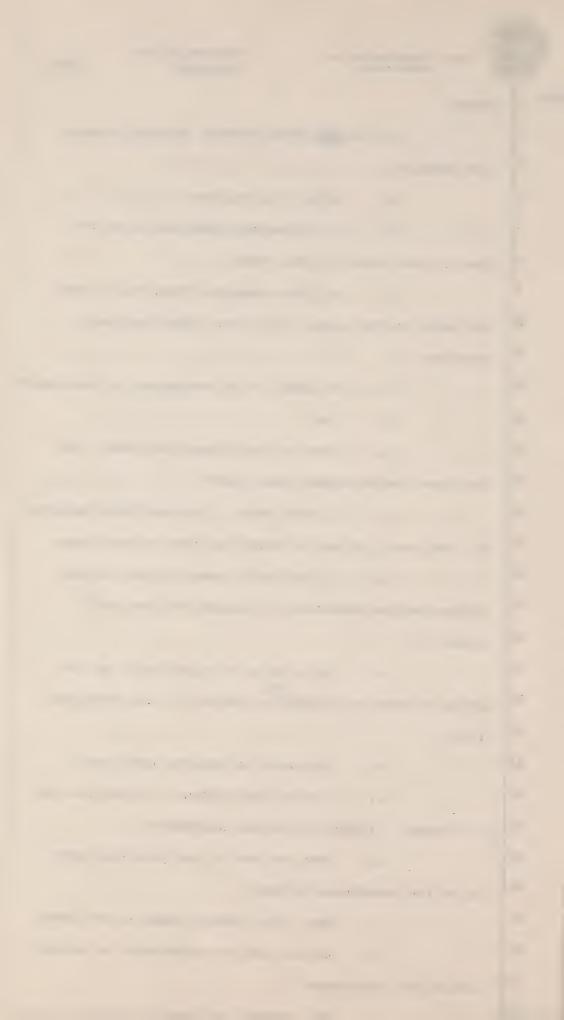
Q. When you are in the lock you never go in the wheelhouse either?

A. Yes, I go thereat times to sit down.

Q. Do you have an opportunity of seeing

around the wheelhouse?

A. No, because the vessel is in the lock,



1 2

he tells the wheelsman that he may go and have a smoke.

Q. So as far as you are concerned it is absolutely impossible for you to say yes or no the wheelsman is changed or perhaps there is no change in the wheelsman?

A. Well, I can't answer you because I look after my own job I do my own job. The ship's master looks after the changeover of wheelsmen.

MR. LANGLOIS: I think there is a slight error in the interpretation of the witness. The witness indicates clearly that in the canals, in the Seaway when the wheelsmen weren't working in the wheelhouse, well they were working on the bridge, so whether they are up on the bridge or in the wheelhouse, it is the same kind of tiredness. You have no time to rest.

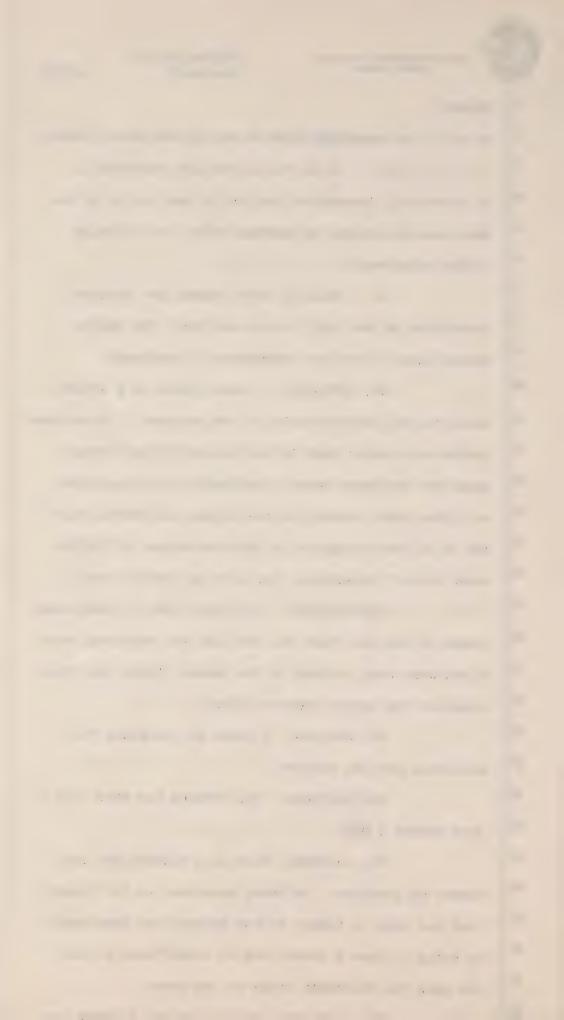
THE CHAIRMAN: All this line of questioning comes to the fact that the crew and the wheelsman were tired when they arrived in the Seaway, tired when they received the orders from the pilot.

MR. JACQUES: I thank Mr. Langlois for answering for the witness.

MR. LANGLOIS: The witness had said this just before I did.

MR. JACQUES: Here is a witness who can answer my question. He knows wheelsmen on the Seaway, that the crew is always on the bridge, the wheelsman is going to have a smoke, but he doesn't know at all how long the wheelsman stays at the wheel.

MR. LANGLOIS: Your lordship, I think that



witness be discredited. I think it can be quite easy to find out if the crews are at the mooring; when they are entering the Harbour, naturally he is not going to the wheelhouse in order to find that out.

MR. JACQUES: The witness has been in the stand for a day and a half and I think with this experience he can take care of himself without any help from Mr. Langlois.

THE CHAIRMAN: What was the question?

MR. LANGLOIS: There is no question.

MR. JACQUES: I think the witness answered and Mr. Langlois said that he hadn't understood as yet.

MR. JACQUES: Q. In your organization there is no Discipline Committee?

- A. That has never been in.
- Q. Your By-Laws don't provide for a Discipline Committee?
  - A. No.
- Q. Would that fact have been discussed by officers of the Corporation at a given point?
  - A. No.
- Q. It was never discussed. Can you please explain to the Commission what are the rules of the pilots, or regulations relating to the coming back on the assignment list? In Quebec they can come back at any time on the assignment list and in Montreal they can't do this.

MR. LALONDE: Do you think we could keep that

2 3 4

1

6

5

9

8

11

13

14

15

16

17

18 19

20

21

22

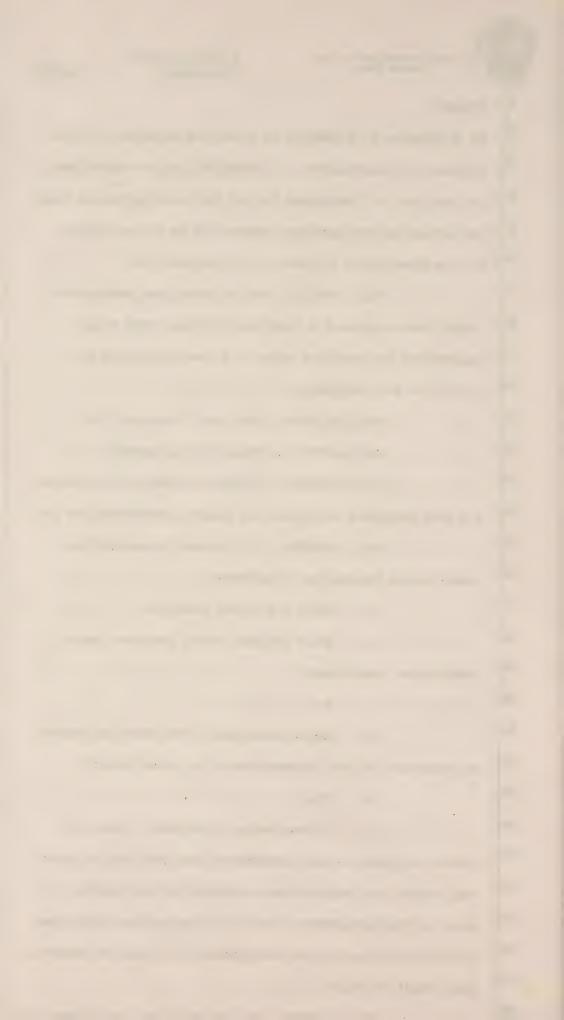
2324

25 26

27

28

29



French

4 5

7 8

9

10

6

11 12

13 14

15

16

17 18

19

20

21

22 23

24 25

27

26

28

29

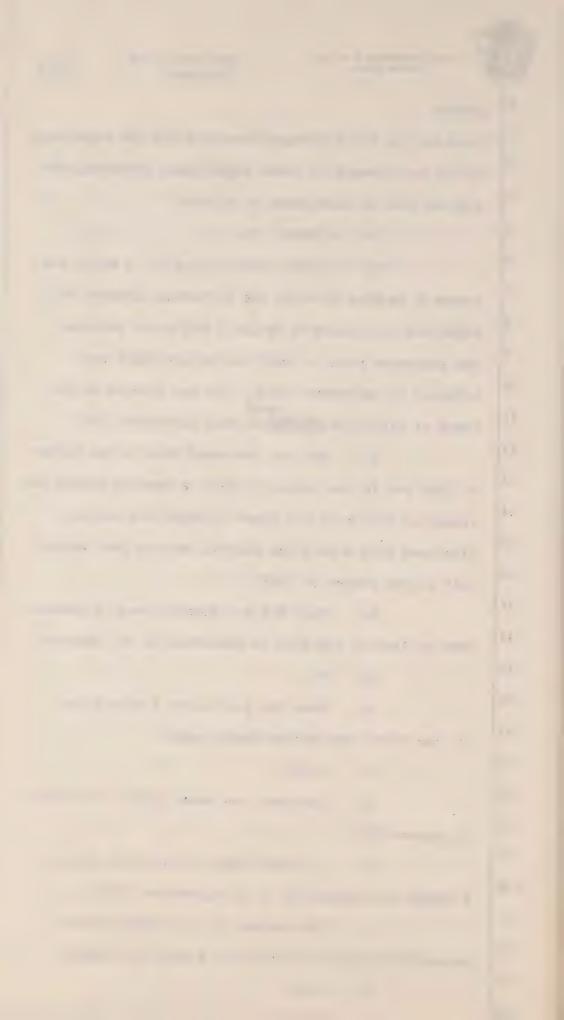
30

question for the Secretary-Treasurer who has experience in the enforcement of these regulations governing the tour de role or assignment of pilots?

THE CHAIRMAN: Yes.

MR. JACQUES: Your By-Law No. 9 which was recently adopted provided the following, Article 6A, which has been added to By-Law 2 and which provides the insurance plan -- this is a By-Law which was enforced in September, 1963. Did you discuss at the Board of Directors Inthe of this insurance plan!

- Yes, we discussed that in the winter of 1962 and in the winter of 1963, a meeting during the summer of 1962 with the Board of Directors and we discussed that during the general meeting last winter, that is the winter of 1963.
- Q. What did you discuss, was it similar more or less to the plan as described by Mr. Saucier?
  - Yes. Α.
- When did you become a mate pilot Q. for the first time on the Great Lakes?
  - 1954.
- Was that two years before you became Q. an apprentice?
- I became mate and pilot as soon as Α. I passed my examination as an apprentice pilot.
- You worked for two years before Q. . · becoming an apprentice pilot as a mate and pilot?
  - Yes.
  - In 1954 when you became a mate and pilot Q. .



2

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

French

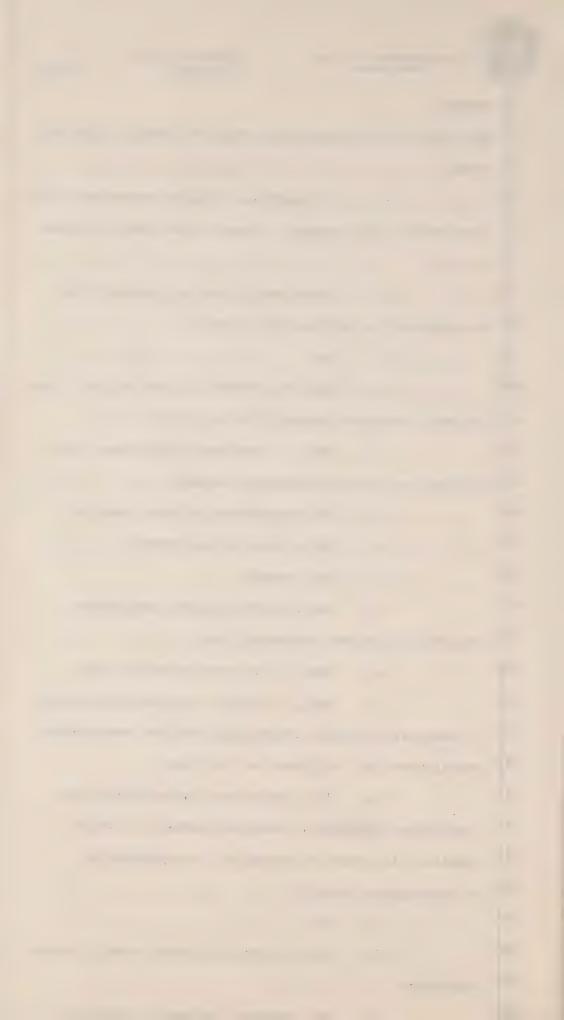
did you think that you were competent enough to do that work?

- A. I thought so, because according to the examination I had passed. I was on the list to become a pilot.
- Q. Consequently you felt yourself to be competent to perform that duty?
  - A. Yes.
- Q. When you became a pilot did you think yourself competent enough to be a pilot?
- A. Well, to perform the pilotage, yes, but not for the manoeuvring of vessels.
  - The manoeuvring of what vessels? Q.
  - Well, ocean-going vessels. Α.
  - And lakers? Q. .
- A. Well, in the lakers, insofar as the ship's size was concerned, yes.
  - Q. What do you mean by ship's size?
- Well, I think I was qualified enough to manoeuvre a laker of that size, but the ocean-going vessels were all different at the time.
- Q. If I understood you correctly you stated that you didn't consider yourself as being competent in order to accomplish the manoeurving of ocean-going vessels?
  - A. No.
- Q. So, did you tell that to the Pilotage Authority?
  - A. No, because I became an apprentice

27

28

29





## ANGUS, STONEHOUSE & CO. LTD. TORONTO, ONTARIO

French

pilot in the month of July. On November 16th, 1956 -well, I was appointed to take a vessel upstream and
I was only an apprentice pilot. It was the DIXIE
of the Saguenay Terminals. When I went on board the
ship's master rejected me because I wasn't a qualified
pilot so I went to see Mr. Melanson and the next day
I passed the examination to become a pilot and it is
then I became a pilot and we decided then after four
and a half months of practice it wasn't sufficient
to manceuvre a vessel.

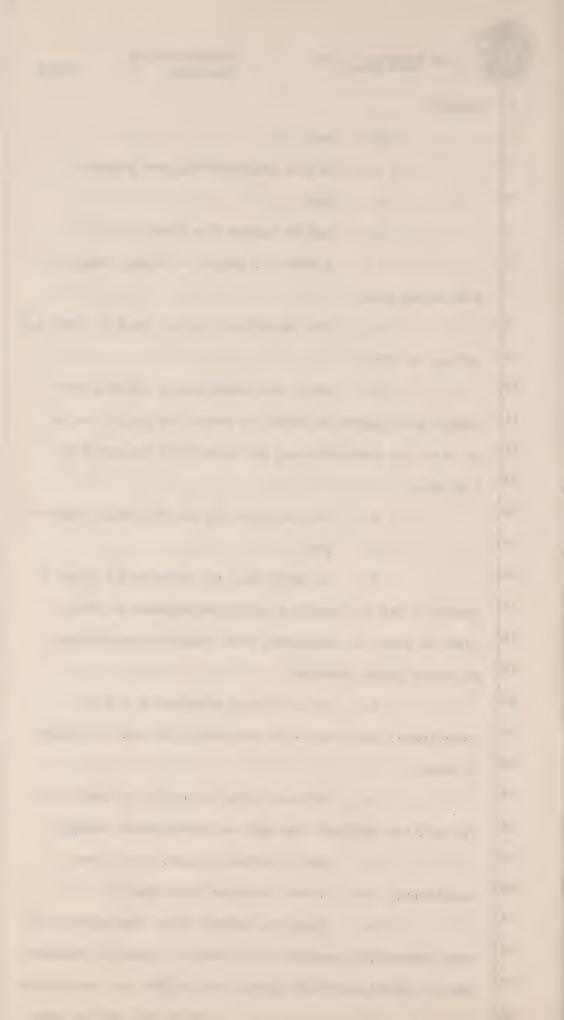
- Q. When you obtained your licence as a pilot, at that time did you think yourself that you didn't have the necessary experience to manoeuvre oceangoing vessels?
- A. I think that is why the Pilotage Authority gave us provisional licences for a year.
- Q. Did you draw the Pilotage Authority's attention upon the fact that you thought you weren't competent enough to manoeuvre ocean-going vessels?
  - A. No.
- Q. When you went aboard ocean vessels did you tell the ships masters that you believed you didn't have the necessary competence in order to manoeuvre their vessels?
- A. Well, the vessels I was on in the fall of 1956, we were on those vessels, two pilots on board and consequently it gave me more experience, and inthe spring we started with two pilots.
  - Q. The spring of '57?

VR:	
MB/	
II SM BE	

CRIPTI

French	F	r	e	n	C	ŀ
--------	---	---	---	---	---	---

- A. Yes.
- Q. So you started with two pilots?
- A. Yes.
- Q. And it lasted how long?
- A. A month, I think -- enough that we went along well.
- Q. Why two pilots in the fall of 1956 and spring of 1957?
- A. Well, the ocean-going vessels were taking two pilots in order to travel by night, so as to take the vessels along as quickly as possible at the time.
  - Q. At that time it was Kingston, Montreal?
  - A. Yes.
- Q. In 1957 when you started to pilot by yourself did you acquire enough experience at that time in order to manoeuvre with complete confidence the ocean-going vessels?
- A. Well, I have acquired a bit of experience, but not to be completely at ease to pilot a vessel.
- Q. Without being entirely at ease did you believe at that time you were competent enough?
- A. Well, certain people said I was competent; but I didn't believe them myself.
- when you talked about the apprenticeship scheme you mentioned the Marine School at Rimouski
  and you mentioned that school could give the candidates
  some greater knowledge on the gyrocompass and on radar.

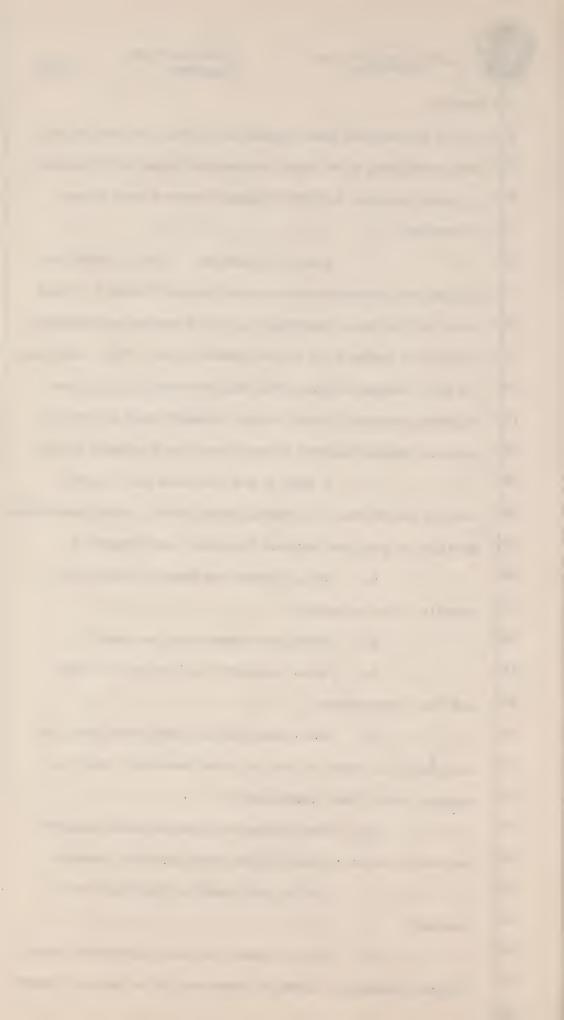


ANGUS, STONEHOUSE & CO. LTD.

French

Do you think that your Corporation could be satisfied with something else than the Marine School at Rimouski if radar courses and gyrocompass courses were given elsewhere?

- A. I don't think so. I don't think so because the candidate who would attend Rimouski School would be far more competent in all electronic devices that exist today such as mentioned by Mr. Brie, and there was Mr. Jacques Gendron who was from the D.O.T., the Pilotage Authority who thought himself that we should have an apprenticeship scheme from the Rimouski School.
- Q. I didn't ask you what Mr. Gendron thought about it. I already heard that. What electronic devices do you use between Montreal and Cornwall?
- A. Well, there are many of them, for example, echo sounders.
  - Q. What instruments do you use?
- A. | Echo sounders, and there is radar and the gyrocompass.
- Q. Now, what is the knowledge that you must have in order to use an echo sounder? What is special about that instrument?
- A. Well, when we have an echo sounder we should be in a position to read the echo sounder.
- Q. Is it very hard to read an echo sounder?
- A. Well, there are many different types of echo sounders. Some of them may be in meters, others



Perusse, cr.ex. (Jacques)

indicated	in	feet,	so	the	candidates	should	know	about
that.								

Q. And the crew, and the mates who are on water they know how to read an echo sounder?

A. Yes, they have to, the ship's master, the mates. Well, I think that the pilot on board a vessel is more or less a mate and should have at least the capacity of ships' master, if not more.

Q. Is it very long to learn how to read an echo sounder?

A. Yes.

Q. How long does it take?

A. Well, some may take quite long in order to be fluent with the reading and the requirement it takes.

Q. What is the maximum that the water you have in your district?

A. Well, it is not the same thing anywhere.

Q. The maximum depths, I mention?

A. Well, we may at St. Francis Lock, we may have a depth of 40 to 50 feet.

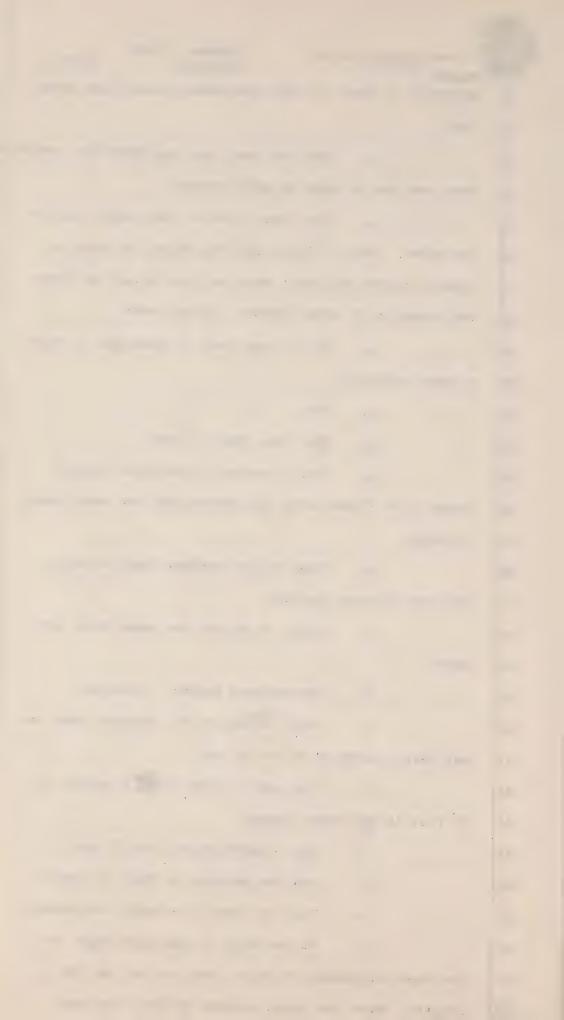
Q. Yes, and I think it a matter of 27 feet in the whole Seaway?

A. Yes, controlled at the 27 feet.

Q. And the maximum is about 45 feet?

A. Yes, but that is outside the Seaway.

Q. To the best of your knowledge, do you know the number of miles, can you tell me the longest, where the depth exceeds 30 feet, how many



Perusse, cr. ex. (Jacques)

miles it would represent in your own district, this more than 30 feet?

- A. This may vary. Our minimum, one-half a mile where you have a depth of 30 to 40 feet, and these are a mile, 28, 29 or 30 feet.
- Q. Does that represent -- do you think the depth of 30 feet is more than half-way or half-way?
  - A. Well, it is less than 30 feet.
- Q Approximately 30 feet, then. What is the draft of a loaded vessel, how many feet, the draft of loaded vessels, the maximum?
  - A. Maximum of 25 feet 6 inches.
- Q. Generally are your vessels loaded up to 2 feet 6 inches?
- A. Well, the vessels loading grain are 25 feet 6 inches.
  - Q. and the others?
- A. Well, the others having a general load or cargo could go to 24, 22 feet.
- Q. Now, if you want we will pass on to gyrocompasses.

THE CHAIRMAN: Will you have to speak a long while on gyrocompasses?

We will stand adjourned until ten o'clock to-morrow morning.

Whereupon the hearing adjourned to 10.00 a.m. November 28th, 1963.

---











